TECHNOLOGY DEPARTMENT

NATIONAL PETROLEUM NEWS

August 11, 1948
Vol. 40—No. 32

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AUG 12 1948
DETROIT

Refining Centers Grow As Britain Expands Petroleum Industry

The map of England and Scotland shown at right locates refining centers (dots with circles) which are part of the current expansion plans of the British oil industry. Although watching their money closely, because of the great demands of this program, British oil men are planning to develop marketing and refining facilities throughout the world. It does not expect, however, to invade North American markets with refined products. At home, the British market for oil products is increasing at a fast rate with mechanization of farms and almost every category of oil consumption expanding. Warren C. Platt, editor and publisher of NATIONAL PETROLEUM NEWS, writes an account of these developments on p. 24.

LP-Gas Section

NPC's LP-gas committee forecasts adequate supplies of LP-gas if a large-scale storage expansion program is started to provide facilities for storing products to care for seasonal demand peaks. P. 36. One company is building four large LP-gas terminals with total storage capacity of 4,800,000 gals. to conserve gas during peak output. This will provide more products at times of peak demand. P. 36.

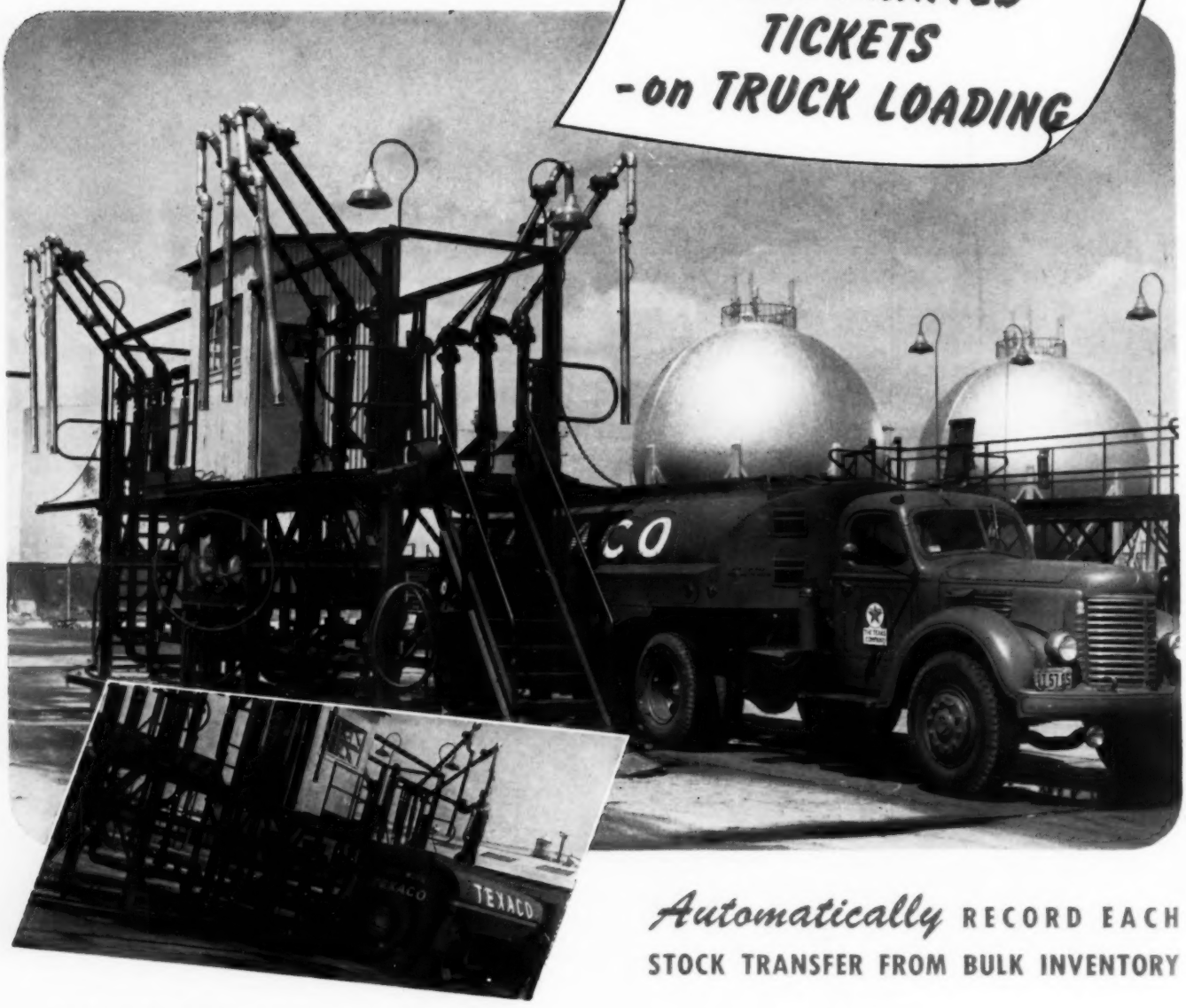
Mechanization Cuts Handling Costs

Modern mechanization and management have reduced the cost of operations at one major company's warehouse by 40%. Almost all hand work has been eliminated in handling merchandise. P. 31.

Most Gasoline Jobbers Use Bulk Plants

Most Independent gasoline jobbers are using bulk plants and are not delivering direct from refineries and terminals to customers, survey by NPN shows. P. 34.

METER PRINTED TICKETS -on TRUCK LOADING



Photos courtesy of The Texas Company, showing new bulk loading facilities recently completed at their Los Angeles Refinery.

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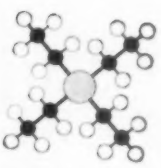
HERB PETERS, west coast Fuel Technologist, has 18 years' Ethyl experience.

JIM KRICK, Olean, New York, 18 years' experience as Ethyl Safety Engineer.

HAM GREENUP, Chicago Office Chief Safety Engineer, with 12 years' Ethyl experience.

A company's experience is the total of the individual experience of its people. The men shown here are representative of the Ethyl staff that is serving the petroleum industry today as it has for the past twenty-five years.



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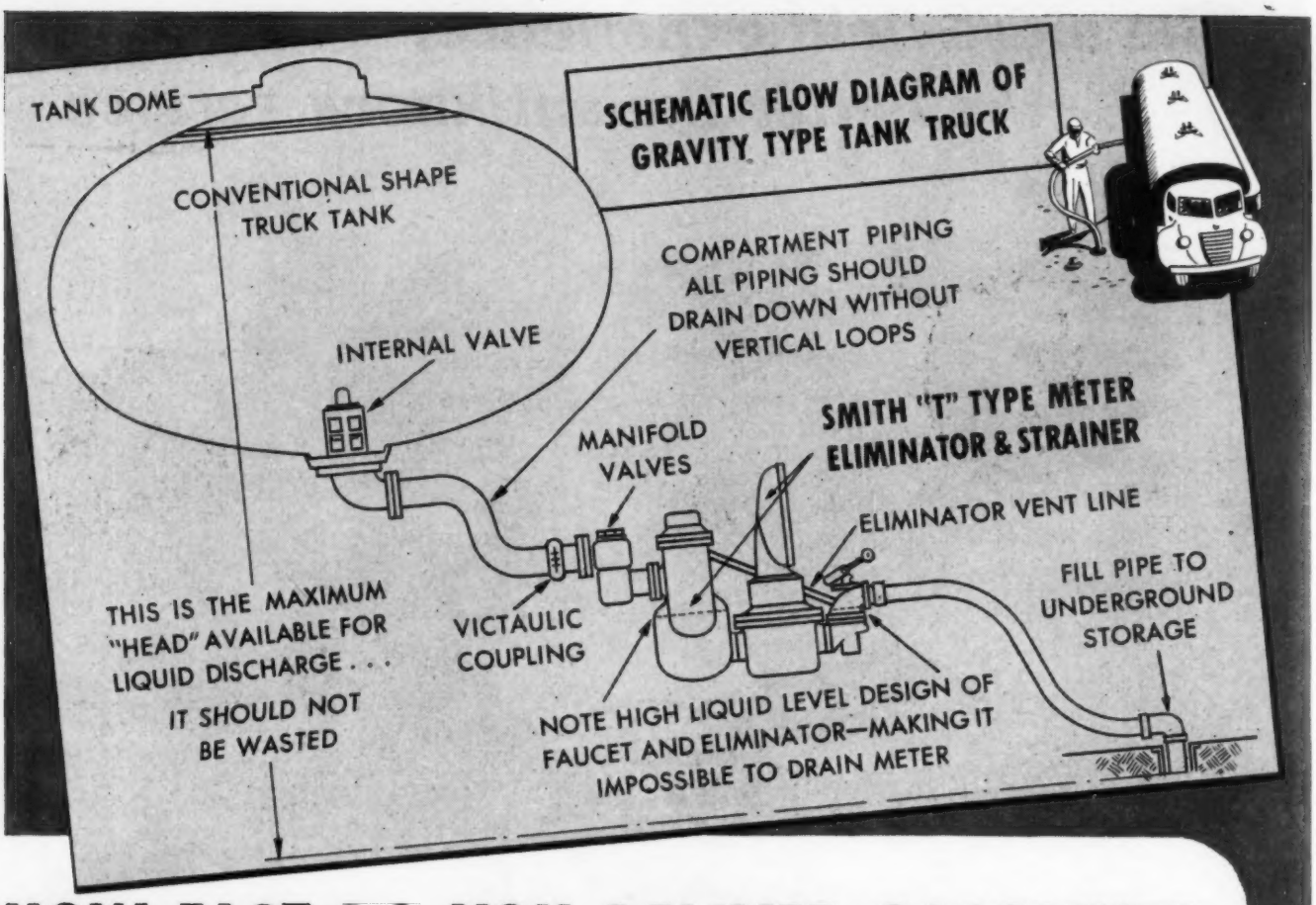
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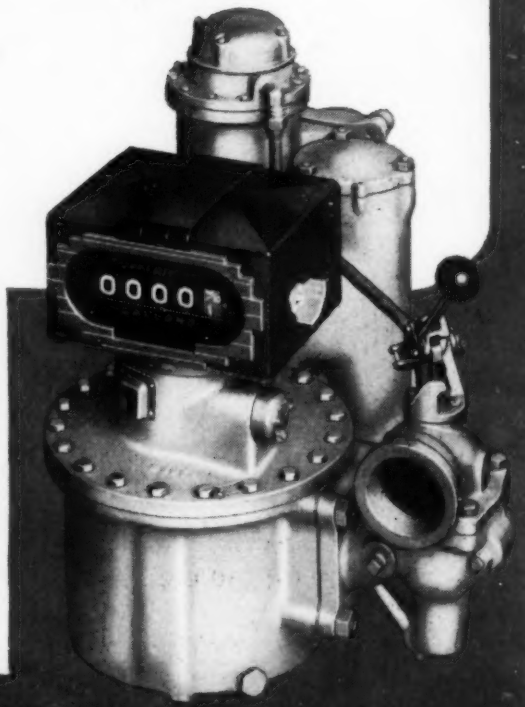

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NATIONAL PETROLEUM NEWS

Vol. 40—No. 32 ESTABLISHED 1909 **August 11, 1948**

THE NEWS WEEKLY OF THE OIL INDUSTRY

COMING MEETINGS

AUGUST

North American Gasoline Tax Conference, northwest region meeting, Finlen Hotel Butte, Mont., Aug. 18.

Society of Automotive Engineers, West Coast meeting, St. Francis Hotel, San Francisco, Calif., Aug. 18-20.

Alabama Oil Petroleum Assn., statewide meeting for further discussion of plan to organize state association, Whitley Hotel, Montgomery, Ala., Aug. 19.

National Congress of Petroluem Retailers, meeting, Hotel Ft. Stanwix, Johnstown, Pa., Aug. 26-28.

Florida Petroleum Marketers Assn., meeting Sheraton Plaza Hotel, Daytona Beach, Fla., Aug. 27.

Tennessee LP-Gas Assn., meeting and exhibit, Andrew Jackson Hotel, Nashville, Tenn., Aug. 30-31.

Interstate Oil Compact Commission, summer quarterly meeting, Roosevelt Hotel, New York City, Aug. 30-Sept. 1.

SEPTEMBER

Oil Industry Information Committee, meeting, Minneapolis, Minn., Sept. 1-2.

Society of Automotive Engineers, meeting, Hotel Schroeder, Milwaukee, Wis., Sept. 7-9.

American Society of Mechanical Engineers, fall meeting, Reed College, Portland, Ore., Sept. 7-9.

Empire State Petroleum Assn., fall convention, Hotel Statler, Buffalo, N. Y., Sept. 8-10.

Kentucky Petroleum Marketers Assn., fall outing and golf tournament, French Lick Springs, Ind., Sept. 9-10.

Southwest LP-Gas Convention and Trade Show, Skirvin Hotel, Oklahoma City, Oklahoma, Sept. 12-14.

North American Gasoline Tax Conference, annual meeting, Sheraton Hotel, Chicago, Ill., Sept. 12-15.

North Carolina Oil Jobbers Assn., fall meeting, Ocean Terrace Hotel, Wrightsville Beach, N. C., Sept. 13-14.

Michigan Petroleum Assn., fall meeting, Park Place Hotel, Traverse City, Mich., Sept. 14-15.

Pacific Coast Gas Assn., annual convention, Hotel Casa del Rey, Santa Cruz, Calif., Sept. 14-16.

National Petroleum Assn., meeting, Hotel Traymore, Atlantic City, N. J., Sept. 15-17.

American Petroluem Institute Lubrication Committee, meeting, Hotel Traymore, Atlantic City, N. J., Sept. 16-18.

National Butane-Propane Assn., meeting, Congress Hotel, Chicago, Ill., Sept. 20-22.

American Mining Congress, metal mining convention and exposition, San Francisco Calif., Sept. 20-23.

Colorado LP-Gas Assn., fall convention and trade show, Shirley-Savoy Hotel, Denver, Colo., Sept. 26-28.

Independent Petroleum Assn. of America, annual membership meeting, Plaza Hotel, San Antonio, Texas, Sept. 27-28.

Pennsylvania Petroleum Assn., fall convention, Galen Hall, Wernersville, Pa., Sept. 27-28.

OCTOBER

American Society of Mechanical Engineers, Petroleum-Mechanical Engineering Conference, Amarillo, Texas, Herring Hotel, Oct. 3-6.

Independent Oil Compounders Assn., first annual meeting, Stevens Hotel, Chicago, Ill., Oct. 4-5.

American Institute of Mining & Metallurgical Engineers, Petroleum Division, meeting, Adolphus Hotel, Dallas, Texas, Oct. 4-6.

American Gas Assn., annual convention and GAMA exhibition, Atlantic City, N. J., Oct. 4-9.

American Assn. of Petroleum Geologists, meeting, Pittsburgh, Pa., Oct. 4-9.

Oil Industry Information Committee, meeting, New York City, Oct. 5-6.

Liquified Petroleum Gas Assn, board of directors meeting, Claridge Hotel, Atlantic City, N. J., Oct. 6-7.

Liquefied Petroleum Gas Assn., north and south eastern district meeting, Claridge Hotel, Atlantic City, N. J., Oct. 6-7.

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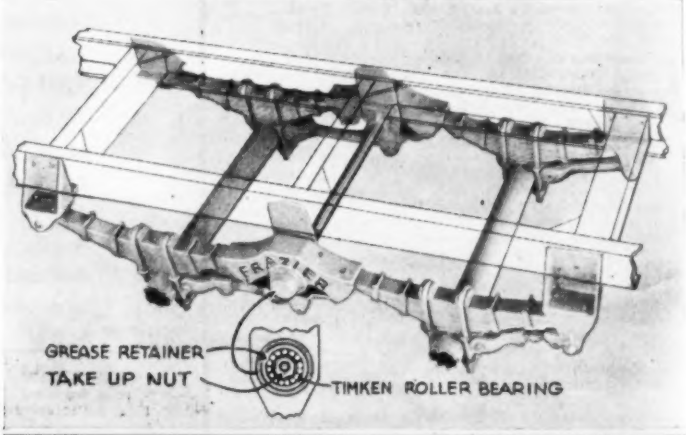

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AHEAD *of the* NEWS

SELF-SERVE IN EAST?—The self-service gasoline station vogue appears to be spreading to the East Coast where several symptoms have been noted. In Massachusetts a state legislator and operator of several stations was quoted in newspapers as planning such stations. The announcement drew immediate fire from the state's Department of Public Safety. Officials said they "do not like the idea," and while no laws on the books regarding self-serves at the moment, some are expected . . . In New York City authorities are casting about for a means of providing gasoline for motorists who get stranded on the practically gasoline-stationless state and city parkways serving the city. As a solution, they have considered the idea of using unmanned coin-operated pumps. Manufacturers contacted to date have not been encouraging, one reporting that, while coin-operated pumps have been developed, his company found them impractical. Meanwhile, the city is collecting literature on self-serves and some solution to the problem is expected.

●

NO LET-UP HERE—Regardless of which party organizes the next Congress, there will be an early bid made to push Tidelands quitclaim legislation through to final enactment. The Republicans, of course, have endorsed the quitclaim proposal in their party platform, but proponents feel that, even should Truman happen to remain in the White House, their chances of overriding his probable veto would be at least 50-50.

●

E-L-P TIRES—Service station operators continue to believe they can sell a lot of extra low pressure tires, especially to owners of postwar cars now coming into the replacement market. Tire company advertising of these tires emphasizes that they are satisfactory for replacement on present cars. But some oil companies are not sold on the wisdom of installing extra low pressure tires on cars not designed for them, and are so telling their dealers.

●

SNAPSHOT CUSTOMERS—Trend of oil companies adding camera films to list of TBA items at service stations seems to be growing. Standard Oil (Ohio) was first (see NPN June 2, p. 9) and now comes Standard Oil (Indiana). Indiana company appears to be aiming at summer snapshot fans, making tests at several stations where film is sold and developed at 75c per roll. Service is advertised only at test stations.

BROKEN RECORD—Oil exporters may have to live indefinitely with the present system of handling export permit applications. At least, the Office of International Trade indicates it can't establish timetable licensing—staggered periods for processing applications for particular products—unless and until quotas can be firmed up by the opening of a quarter. And there are no current signs that the situation with respect to quotas will improve in the near future.

●

DISCRIMINATION?—An unusual situation involving the "historical basis" for allocating scarce petroleum products developed this summer among rural jobbers, according to a promient industry spokesman in Nebraska. Certain refiners allocated more tractor fuel than their jobbers could use. Other jobbers, who were not "historical buyers," needed the excess product but were unable to get it because, had they been permitted to purchase, they then would have become "historical buyers" and the refinery would have felt an obligation to keep them supplied in the future.

●

FUEL OIL SURVEY—Concern over growing number of requests for fuel oil because of new oil burner installations, both in new homes and replacement units for coal fired furnaces, is causing some refiners to conduct a grass roots survey among their distributors. Although admitting that amount of fuel oil available this coming winter will be greater than last winter, some refiners feel that number of new installations has been large enough to necessitate a rechecking of earlier estimates. Refiner, now well into such a survey, reports he has found considerable ignorance of last year's fuel oil supply situation on part of new burner owners and suspects only a small fraction of them are purposely naive in hope of finding a supplier.

●

STOCKHOLDER CONTACTS—Good intra-industry relations can extend from the common labor level all the way up to stockholders with equally beneficial results, it appears. While gains in industrial labor relations have been made, Union Oil of California indicates that it has reached up to the stockholder level with good results. Company attributes high attendance of stockholders at its last annual meeting (80% of shareholders with 87% of outstanding stock) to its program of having company representatives all over the nation personally visit all stockholders at least once per year. Typical reaction to visits was one man's comment: "I've owned stock in a number of corporations, but this is the first time that anyone ever came around to talk to me."

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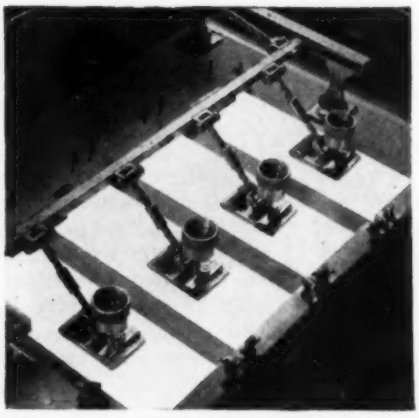

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Mr. Yocom

WASHINGTON—By Herbert A. Yocom

Krug Distribution, Pricing 'Program' Remains a Mystery

Congress having departed, we can all sit back now and wonder what sort of a "proper distribution" and pricing program for the industry Interior Krug would have proposed had not the naughty old House Banking and Currency Committee been so discourteous as to not even afford him an opportunity to be heard,

That the secretary had a plan we know for a fact because President Truman said so. And that it was a plan with teeth in it also must be taken for granted. Otherwise, there would have been no point in the President even referring to it in a statement, the purpose of which was to condenmn the refusal of Congress to grant his request for mandatory price, rationing, allocation and inventory control powers.

It's too bad, in a way, that Mr. Krug didn't get his chance to testify. His would have been a useful—and interesting — appearance, although perhaps not without some embarrassment to himself.

Undoubtedly, committee members would have inquired of the secretary why now the urgent need for emergency to deal with oil supply problems when the administration dallied for more than a month with the voluntary industry agreement under the Taft Act. To our own inquiries as to the reason for the long delay in clearing this agreement, the answer generally has been that there was no need to hurry because the supply situation was pretty well in hand. But, just the same, we would have liked to have heard the secretary's personal testimony on that score.

Also, it would have been interesting to compare his expressed opinion with those of an earlier administration witness, to see wherein they might differ.

The reference is to Commerce Secretary Sawyer. Mr. Sawyer testified before the Senate Banking Committee last week in support of the Truman program, but what he had to say on the subject did nothing to strengthen the case of those who favored making oil subject to mandatory distribution controls.

Respecting oil, the best the Commerce chieftain could do was to admit that:

"The general petroleum situation has eased considerably . . . Gasoline supply has been adequate to meet the sharply increased demands of summer driving and no shortage of gasoline is anticipated, with the possible exception of spot shortages . . . Outlook for heating oils appears somewhat better than last year . . . If the weather is as severe as last year, the supply-requirements balance will be approximately the same, but the nation is much better organized to handle the situation. If the winter is relatively mild, it is not expected that there will be any shortage of heating oils.

* * *

Incidentally, there is another phase of Secretary Sawyer's testimony that is of some interest. That was where he referred to the fact that rent, although an important item in the consumers' budget, made only a 3.3% contribution to the rise in the concumers' price index between 1939 and June 1948, and boasted that "continuance of controls" since the war end prevented a larger increase.

* * *

When Max W. Ball quits his OGD directorship after mid-October, the government won't lose his services completely for he then will become one of the four special consultants to the Petroleum Division of the National Security Resources Board. His addition will round out an imposing staff, which already includes E. DeGolyer, Wallace Pratt (ex-Jersey Standard) and J. M. Sands (Phillips).

* * *

RFC is making up a catalog of LP-gas distributors, explaining it wants to be in a better position to determine risk ratings in that line of business when passing on loan applications . . . Max Barash has resigned as chief counsel of the U. S. Geological Survey to open a private law practice here. He had been in the legal service of the Interior Department since the advent of the New Deal in 1933 . . . Paul Porter, when OPA administrator, always made a good witness in appearances before congressional committees, but the old aplomb was lacking in his recent testimony supporting the Truman controls program. Could it be that his heart just wasn't it it?

Mr. Castle

MIDWEST—By Leonard Castle

Record Thefts of Gasoline Bring Need for Prompt Action

Because of the tight supply situation during the past year, thefts of gasoline for tax evasion purposes are the highest in history, according to Frank V. Martinek, assistant vice president of Standard Oil Co. (Ind.) and chairman of the Central Gasoline Tax Evasion Committee.

Victims of the thefts have been refineries, marine, pipe line and river terminals, bulk plants and transport trucks. It is impossible to estimate how much gasoline was stolen during the past year, although it might run into millions of gallons, and difficult to obtain evidence of the thefts because the stolen product is burned up so rapidly.

To aid oil men in combatting these losses, Mr. Martinek is preparing a detailed set of instructions on detecting and preventing thefts. Sets will be distributed throughout the industry this fall. He also will discuss the problem at the Northwest Central States Gasoline Tax Administrators Conference at Butte, Mont. later this month and subsequently before state meetings in Utah, Colorado, and Wyoming.

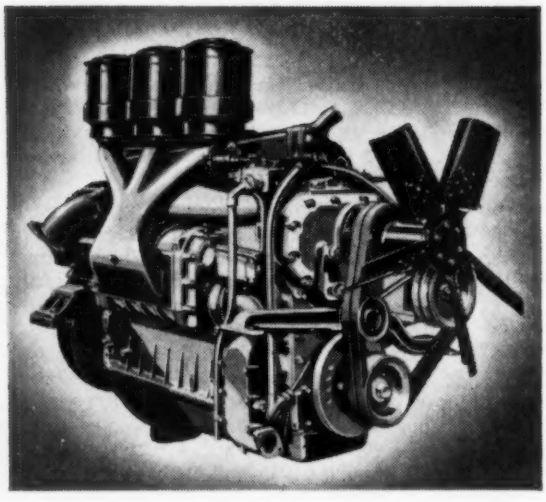
"The factors involved make it imperative that every man charged with operations should see that his equipment is in perfect order and that employes are honest and not susceptible to corruption," Mr. Martinek said. "Unfortunately, during these days of tight supply, we cannot depend solely on the *belief* that all employes are honest."

* * *

Highlights of his suggestions for detecting thefts include:

Dispatchers, loaders, billers and clerks, in fact all employes assigned to duty on a loading rack or pipe line manifold, are in a position where they could assist in a theft. Their spending habits are an indication of their corruption. If employes are found to be spending more money than they

BUILT TO "TAKE IT" . . . GASOLINE OR DIESEL



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earn, an investigation should be made.

Where practical, loading rack shifts should rotate and the individuals on the shift should be changed frequently to lessen opportunities for collusion. Routes of transport drivers should be changed frequently.

On racks not provided with metering service, guards should check each transport truck carefully, both in and out, and determine that proper clearance papers are carried and that the truck is loaded in accordance with the loading ticket information.

Periodic but unscheduled audits should be made to see that all loading and checking instructions are being carried out by all employes. Most thefts occur at the loading racks and "we should recognize the necessity for assigning competent auditors, who are familiar with refinery, pipe line and bulk plant operations, to the task of checking these activities."

Tank car and transport truck "cleanings" and "drainings" must be handled safely and in such a manner as to eliminate uncontrolled disposal of the products. Regular checks should be instituted to prevent the "cleanings" and "drainings" from being disposed of through unauthorized channels.

All meters should be tamper proof and calibrated and checked periodically. All loading rack meters and meters in pipe line manifold should be sealed in order that no adjustments may be made to the meters without breaking the seal and due recording made of the change. Under no circumstances should seals be permitted to fall into the hands of transport or truck drivers.

Education of the customer not to accept loads without checking the truck contents is a must. Seals should be intact and numbers on the seals should be verified by the customer with those on the delivery manifest.

* * *

In its regular radio newcasts over a Chicago station, the Shell Oil Co. is hammering at fuel oil users to fill their tanks now to avoid possible trouble next winter. For example, in the broadcast of Aug. 5, this was the half-minute commercial:

"Fuel oil users, you can help make sure you keep warm this coming winter. Just do this. Call your fuel oil dealer today and have him fill your tank *now*. Every gallon all of us who heat by oil put in our tanks *now* helps solve the industry problem of storage. It means that much more can be produced, and stored—ready for delivery when we need it next winter. In the interest of your comfort, have a tank filled now."

In other broadcasts, the company advised the radio listeners to have their burners and heating plants cleaned and adjusted now for peak efficiency another day, pointing out that they'll save 20% of their fuel bill and get better heating results during the winter. This announcement warned that if the consumers delay, there may not be men available or time enough to do the thorough job wanted and neeeded

Mr. Sweeney

PACIFIC COAST—By Don Sweeney

Plan Eyed to Boost Co-Operation Among Lower Level Supervisors

A major western oil company is considering a plan under which it would retain a group of personnel specialists who, as one executive put it, "start where the efficiency experts leave off."

Actually, the plan has nothing to do with efficiency in the sense of work studies, motion studies, organization plans, etc. It would be concerned chiefly with attitudes. Basic idea is that the freedom with which ideas flow through an organization is the real determining factor in employe morale.

A considerable body of research exists which demonstrates that the most important incentive an employe has is not wages but the feeling that he's a respected member of a team, that his ideas are wanted and accepted by his superiors.

The "suggestion box" is the most frequent evidence of this in most organizations. But, the research shows, the "suggestion box" isn't enough.

First target of the specialists would be lowest-level supervisors. Experience has shown that these people are most frequently the bottleneck in the flow of ideas in an organization. And they have the greatest influence on the attitudes of the people they supervise.

Starting point of the company's interest in the plan was the discovery by major executives trying to reshape the organization to meet changing postwar conditions that getting information with which to work was a major project. Few, if any, ideas for work improvements were forthcoming from lower levels and, despite high wage levels and many employe benefits, most employes seemed to feel a fear of top management and a resentment against any pleas for co-operation.

* * *

What the demands of the Interior Department for royalties on crude oil can mean to a small refiner and marketer was shown on the West Coast last week when the Caminol Co. withdrew from a large area in Northern California.

The company, which sells about 3½ million gals. of gasoline per month, had to notify six of its distributors that it could no longer supply their areas due to the recent loss of former government royalty crude supplies.

Caminol protested to a subcommittee of the Wherry Committee in Los Angeles recently, but no relief has been forthcoming. Hence, the contraction of the company's marketing area, which was designed to assure adequate supplies to its distributors in the southern part of the state.

Hancock Oil Co. of California has taken over the distributors which cover the San Francisco, San Rafael, Oakland, Watsonville, San Jose, and Santa Clara areas.

* * *

General Petroleum Corp. has been cited by the American Legion for its efforts to give employment to both able and disabled veterans during the past year. Baxter F. Ball, Northern California division manager, accepted the award on behalf of the company.

A General Petroleum man, incidentally, has won the post of the world's No. 1 speechmaker—politicians notwithstanding. I. A. McAninch, a veteran of 22 years with the company's comptroller's department, is the new world president fo Toastmasters International.

* * *

WESTERN NEWS NOTES: Protests of more than 100 dealers in Tucson, Ariz., were successful in postponing action by the City Council on an ordinance prohibiting daylight delivery of gasoline to service stations. Hearings will be held this month on dealers' suggestions that limits on storage be lifted as an alternative plan to relieve traffic tiups caused by tank trucks.

In order to meet expected high demands for electrical power in the fall, the City of Los Angeles has authorized contractors on two giant steam turbine plants in Wilmington to work overtime. Adequate supplies of fuel for the new plants are on hand in the Los Angeles Basin area.

B. Brewster Jennings

War-Industry Experience Gives Jennings Background Needed for New NPC Post

As chairman of the National Petroleum Council's recently-named government-industry war relations committee, reticent, reflective B. Brewster Jennings, president of the Socony-Vacuum Oil Co., possesses and can draw upon experience both as a major oil company executive and as a wartime government oil administrator in his job of charting a course for government and industry through the sea of confusion which would naturally ensue in event of future war.

As an oil man, Mr. Jennings has steadily made the jumps which took him from a job as clerk in the marine department of the old Standard Oil Co. of New York in 1920 to the president's seat in September, 1944. Known generally as a "transportation man," he has covered, nevertheless, all phases of the company's operations in his various posts.

After leaving marine department of New York Standard, Mr. Jennings became company purchasing agent and later manager of the real estate department. In 1935 he was appointed assistant to the president of Socony-Vacuum, John A. Brown, and in 1939 was elected a director. In that capacity he was in charge of company transportation. Following government service from 1942 to August, 1944, he was named to his present top post.

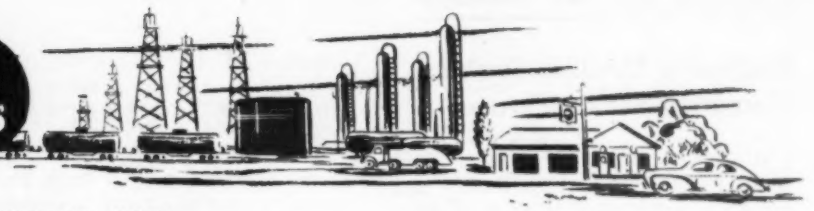
As a government man, Mr. Jennings was assistant deputy administrator for tanker operations of the War Shipping Administration. From that post and through relations with PAW, he gained the necessary and valuable insight into the troubles and necessities of government-industry relations for his present NPC job.

On the subject of these relations, Mr. Jennings feels that while the activity of government should be kept to a minimum, the legitimate field of government is ever increasing. Particularly in matters of national defense, industry and government should work together, he feels. He points out that a good portion of such relations is dependent, for effectiveness, on the people involved and their knowledge of each other's business. He mentions in this case the fact that both the Army and the Navy are currently putting men through courses to educate them in the oil business. Such a service group recently came to Socony-Vacuum headquarters in New York for training. This education, the Socony president feels, will make oil relations with government smoother in the event that another war does come than they were in the past war when government started "cold" on the oil business.

A commuter from suburban Glen Head, Long Island, to his New York office, Mr. Jennings passes up the Long Island Rail Road's "Bankers' Special," a parlor-car train favored by top bracket executives. He says it does not land him in the office by nine. When out on the Island or at his vacation home in Maine, he generally combines his two hobbies of sailing and carpentry. Combines them so well in fact that he has built two good sized launches, in addition to owning several other boats. He sails frequently, often with his wife and family of one son and two daughters. This summer he sailed up from Long Island to Maine for his vacation.

The nautical note is probably left over from Mr. Jennings' career as a Navy ensign aboard a submarine chaser in World War I. The Naval tour of duty was sandwiched between periods at Yale, from which he graduated in 1919.

NATIONAL PETROLEUM NEWS



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Attorney General Approves Voluntary Oil Supply Plan

Program, with Only One Amendment, in Process of Being Ordered into Effect at NPN Press Time

NPN News Bureau

WASHINGTON — The voluntary supply plan for the oil industry under the Taft Act has been approved by the attorney general and was in process of being ordered formally into effect at NPN press time by Interior Secretary Krug.

Justice Department approval of the plan with only one substantive amendment followed by three days the adjournment of a special session of Congress which refused to grant President Truman the authority he asked to impose price, rationing, allocation and inventory controls on essential commodities, including petroleum.

A call from Secretary Krug to "all members of the petroleum industry" requesting and authorizing their compliance with the plan was to be the official signal from government that industry could engage in a concerted attack on shortage problems at the consumer level under an immunity from the antitrust laws and the FTC Act.

The winning of that immunity from Attorney General Clark had been a 32-day task, but he finally came through on Aug. 9, after making and obtaining Interior's approval to one major and a few minor changes in the program draft.

Principal revision was in Section 7, which authorizes district committees to recommend voluntary action by industry members for adjusting refinery yields and for more effective distribution, including purchases, exchanges, loans, transportation agreements, etc. Whereas the the section as originally written provided only that the director of OGD had to be advised of all such recommendations, DJ amended this to give the director a veto power over any that he finds subsequently are not in keeping with the Taft Act. They would remain in effect and industry could proceed under them pending such a finding, however.

Other amendments were in Section 3 where the world "shall" was substituted in three places for the worlds "should" or "may." This is the section of the plan which calls on participating members to "equitably distribute" available supplies among all customers "at all levels," after fulfilling essential requirements for the military, food production and services essential to public health and safety, "including, but not limited to, essential transportation and communication."

By the terms of the Taft Act—which President Truman has assailed as inadequate to the task of combatting inflation—the voluntary plan will be effective through Feb. 28, 1949, but may be terminated before that by order of the Secretary of the Interior.

Prices Are Excluded

The National Petroleum Council drafted the program and will be responsible for activating it through district committee and their subcommittees. Specifically excluded from the plan's scope are activities that "concern the fixing of prices for petroleum or petroleum products."

As of last week, at least, President Truman was evidencing a low opinion of the chances of the oil plan doing much good.

To a press conference, he replied none whatever when asked what were the prospects of avoiding another heating oil crisis on the East Coast this winter in the absence of mandatory powers to cope with such a situation. Also, he bemoaned the fact that Congress had denied Secretary Krug the privilege of outlining what he said would have been "a program dealing with the proper distribution and prices of coal, heating oil and other fuels."

Military Sees Industry Coming Through on Oil

NPN News Bureau

WASHINGTON—After seeing the oil industry cut down a big motor gasoline coverage deficit two and three cargoes at a time, the military now says it is virtually convinced it won't have to fall back on the Draft Act's mandatory orders powers which it threatened on July 29 to use to get its products requirements filled.

The mogas deficit went down more than 1,500,000 bbls. to the neighborhood of 500,000 bbls. in the week which Rear Adm. E. D. Foster, chairman of the Armed Services Petroleum Purchasing Agency, and Maj. Gen. T. B. Larkin, the quartermaster general, gave the industry in which to persuade them—or else.

A long-expected 500,000-bbls increase in grade 100/130 aviation gasoline requirements for the Berlin air lift has become firm, putting coverage 290,000 bbls. behind, but more deals with refiners for both mogas and avgas are "pending," and, says ASPPA:

"For our money, at least, it doesn't look now like we'll have to use the compulsory orders. When you stop to figure that we got almost 1,250,000 bbls. of motor fuel in a week, it begins to look like the industry is going to get coverage."

In New York, Shell Oil Co. reported it has sold a total of 2,157,000 bbls. of various products to the military for delivery in the current half year, and made offers of 1,860,000 bbls. more for delivery over the same period.

Cities Service assured Admiral Foster that it will furnsh more than its share of military products—more than 1,700,000 bbls. by next Jan. 1.

Truman's Stove to Use Oil

WASHINGTON — White House disclosed Aug. 9 that, among other improvements in connection with forthcoming campaign trips, the stove in galley of President Truman's bullet-proof railroad car is being converted from coal to oil.

Exclusive Dealing Probe Hearings Set by House

NPN News Bureau

WASHINGTON — House Small Business (Ploeser) Committee has arranged a schedule of 12 field hearings between Sept. 3 and Oct. 12, and expects to receive testimony at every point on subject of "a fight between powerful groups over control of gasoline service stations."

Hearing sites cover the middle U. S., with other hearings projected later for other places, including probably Philadelphia (on Nov. 18-19), New Orleans (at end of November) and New York, Boston, Chicago, Seattle, San Francisco and Los Angeles in January. Committee also will hold sessions in Washington during November and December, at which time it will seek recommendation from Justice Department, Federal Trade Commission and various "expert" witnesses on what needs to be done to strengthen antitrust and other laws.

Names of prospective witnesses will not be made public in advance of hearings, committee aide said, explaining that many will be testifying "at great risk to themselves."

Hearing dates now firmly scheduled are:

Butte, Mont., Sept. 3; Casper, Wyo., Sept. 8; Salt Lake City, Sept. 11; Kansas City, Sept. 15; Omaha, Sept. 17; Minneapolis, Sept. 20-21; Madison, Wis., Sept. 23; South Bend, Ind., Sept. 27; Detroit, Oct. 1 and 2; Louisville, Oct. 5; Oklahoma City, Oct. 8; and Houston, Tex., Oct. 12.

Clarification of Oil Price Policy Considered by ECA

NPN News Bureau

WASHINGTON—Economic Co-operation Administration's Oil Division has drafted and now is circulating among major companies and trade associations for comment a document which, if adopted, would define basis on which ECA is willing to finance oil purchases for European export market.

For refined products in bulk from U. S. sources it sets forth that ECA will certify approval of a transaction only if price called for is no higher that the "mean" of *Platt's Oilgram* price quotations for product involved. ("Mean of Platt's" is described as simple average of high and low.)

For U. S. crude, no purchase involving payment of premium would be approved for financing.

On packaged and branded products, and on products for which there are no published market quotations, ECA would provide that supplier charge European country making purchase no more than his price for same product in U. S. market, plus any legitimate extra expenses resulting from special packaging requirements, etc.

For crude and products purchased from foreign sources, ECA financing would be on basis of a delivered price no higher than if supplies had come from U. S.

Petroleum division's objective is to eliminate present confusion in trade as to ECA pricing policies by presenting in a "single package" the various statements concerning prices now scattered through various agency documents. It is being emphasized that attempted enunciation of an oil price policy is not be interpreted as an effort by ECA to "police" oil prices, but rather as a statement by it of what it is willing to finance, having in mind limitations as to prices prescribed by Congress in European Recovery Act and responsibility imposed by same law of resisting inflationary pressures.

After Oil Division receives industry responses, presumably the proposed "single package" would have to be approved by agency's accounting and other officials before it could be issued formally.

Plan Barge Lines Rehabilitation

NPN News Bureau

WASHINGTON—Program for rehabilitation of Federal Barge Lines is being drafted by Inland Waterways Corp., for submission to Congress in January, when efforts to compel government disposal of lines again will also be made.

Legislation providing a method of disposal was drafted by House Commerce Committee during recent regular session, but was not acted upon. South Trimble, chairman of the advisory board, told NPN that Waterways Corp. has "no pending offers" to purchase lines and said also that lack of funds has forced suspension of service to certain smaller ports along Mississippi River system.

Meanwhile, U. S. Chamber of Commerce has renewed fight to force sale of lines and is opposing the proposed rehabilitation program.

In a letter to Commerce Secretary Sawyer, Chamber President Earl O. Shreve protested "foolhardiness" of continuing "to pour public funds into an agency which competes with private industry and without the payment of taxes and interest has lost over $4,500,000 in the last two years."

Contracts Top $108 Million

WASHINGTON — Economic Cooperation Administration reported today that, through Aug. 8, it had issued total of $108,442,914 in procurement authorizations involving petroleum products.

Ethyl Boosts Prices Of Antiknock Mix Effective Oct. 16

NEW YORK—Ethyl Corp., Aug. 10 notified all of its oil company customers of an increase in the price of its antiknock compound amounting to 1.5c per 100 c.c. of tetraethyl lead used in the compound. The new price, to become effective Oct. 16, represents an advance of 7.5% for the compound used in automotive gasoline and approximately 7% for the compound used in aviation gasoline.

New price will be 59.1c per pound of TEL for motor mix and 64.6c per pound of TEL for aviation mix. This is equivalent to 0.215c and 0.235c per c.c. of TEL, respectively. Present price of TEL for motor mix is 54.98c; for aviation mix, 60.478c.

This is the second time that Ethyl Corp. has increased its price since the company has marketed antiknock compounds for gasoline. The company reduced its prices eight times between 1933 and 1942 from 0.35c per c.c. to 0.18c per c.c. The first upward change became effective on July 1 of this year when prices were increased per c.c. from 0.18c to 0.20c for motor mix and a new price of 0.22c was fixed for aviation mix (see NPN April 21, p. 14).

Ethyl's Vice President Harry W. Kaley said that increases in wages and in the cost of metallic lead were two principal factors in increased manufacturing cost resulting in the price advance. Wage rates in the Ethyl plant have been increased by more than 50% in recent months, Mr. Kaley said, while cost of metallic lead has been upped from 6.5c to 19.5 per pound since 1945.

Official notice of the price change will be mailed to Ethyl's customers within a few days, Kaley told customers in a telegram.

Du Pont Co. said that while it is seriously studying recent increases in costs for raw materials, manufacturing and transportation, it has come to no decision as to the effect these factors will have on its prices for tetraethyl lead.

June Oil Jobber Sales up 11%

WASHINGTON — Commerce Department sampling shows oil jobbers' June sales were up 11% to $60,000,000 from May's $54,000,000 on seasonally unadjusted basis, while sales of "service and limited-function" wholesalers generally were up 5% on seasonally adjusted basis.

At same time, Commerce pointed out that June sales volume remained "fairly steady" when fact is taken into consideration that number of trading days in May was low due to five Saturdays and Five Sundays.

Fuel Oil Stocks Build up As Refinery Yields Shift

Total Refined Oil Stocks Gain 32 Million Bbls. 2nd Quarter; Gasoline Output Down 235,000 Bbls.

By NPN Staff Writers

With the tag end for summer tourist demand for gasoline at hand, the oil industry is accelerating its build-up of fuel oil stocks for the approaching heating demands.

Bureau of Mines, reporting "an unusual gain" of almost 32 million bbls. in total stocks of refined oils during the second quarter, observed last week that the increase in distillate, residual and kerosine stocks "are in line with the forecast of the necessity for a substantial gain in refined stocks during the year to insure an adequate supply of fuel oils for next winter."

Also last week, API reported a shift in refinery yields for the week ended July 31, with gasoline production dropping 235,000 bbls. while production of other major products showed increases. This was in contrast to the preceding week when gasoline production rose 355,000 bbls. and decreases were recorded in other production categories.

Bureau of Mines said distillate stocks gained 15 million bbls.; residual 11 million, and kerosine more than 8 million. It based the report on actual April and May figures and estimates for June, with total refined stocks standing at about 284 million bbls. on June 30. Finished gasoline stocks were estimated as down 8 million bbls.

"Additional data have not materially altered the total demand estimates for 1948 (see July 14 NPN p. 15). A somewhat smaller demand for all oils than anticipated in the second quarter may be balanced by a greater demand in the third or fourth quarters. Higher crude runs and increased yields have apparently insured an adequate summer supply of motor fuel, as the rate of seasonal decline in finished gasoline stocks seems to be normal. Total gasoline stocks seem to be normal. Total gasoline demand may not exceed 239 million bbls. in the second quarter and, currently, is forecast at about 252 million bbls. for the third quarter."

Forecasting an August market demand for domestic crude of 5,660,000 b/d (30,000 b/d above forecast for July), bureau said this includes estimates of total gasoline demand of 86 million bbls., total crude runs to stills of 5,700,000 b/d and a gasoline yield from crude of 41.2%. Then, commenting on "current situation," it said:

"Crude runs to stills set a new record of 5,668,000 b/d in May, are estimated at 5,640,000 b/d in June, and may reach an average of 5,660,000 b/d in July. Available data now indicate that the total demand for all oils in the second quarter may be about 1% less than the estimate in the July forecast with a correspondingly greater increase in refined stocks. The market demand for domestic crude oil averaged 5,497,000 b/d in April, 5,597,000 b/d in May, is estimated at 5,580,000 b/d in June, and may approximate 5,620,000 b/d in July. Current trends now indicate that total crude runs to stills may average 5,680,000 b/d in the third quarter and that the demand for domestic crude oil may average 5,630,000 b/d. Imports of foreign crude oil averaged 332,000 b/d in May and are expected to increase steadily as plans become effective for larger shipments from the Middle East."

API reported gains last week for both production and inventories of distillates. Kerosine production was up 47,000 bbls., stocks up 669,000 bbls.; gas oil and distillate fuels output was up 198,000 bbls., stocks up 1,905,000 bbls., while residual fuels production gained 255,000 bbls. and stocks 1,157,000 bbls.

Crude oil production increased 7,650 b/d over preceding week. Crude runs to stills rose 127,000 b/d as operations of reporting refineries were upped 2.2 points to 97.5%.

Gasoline stocks dropped 1,157,000 during last week reported after holding fairly steady in preceding week, when they decreased only 60,000 bbls.

Meanwhile in Washington, Interior Department executed an agreement with Michigan Gas Storage Co. under which company will undertake sub-

Octane Rating of Regular, Premium-Grade Gasolines Edging Upward, Survey Shows

NPN News Bureau

WASHINGTON—Octane ratings of both regular and premium-grade gasolines averaged higher last winter than in the previous one, Bureau of Mines reported Aug. 4, with national average for regular standing at 75.3 and that for premium at 79.4.

In winter of 1946-47, average octane count of regular was 75; of premium, 78.5.

Last winter's survey was first made by bureau in co-operation with American Petroleum Institute and covered service station gasolines of 140 major and Independent companies. In 22 previous surveys, a co-operative private agency was the co-ordinating fuel research committee.

Following tabulation shows the average octane numbers for regular and premium sold in 1947-48 winter in each of 17 marketing areas:

District	Regular Price	Premium Price
Northeast: Maine, Massachusetts, New Hampshire, Vermont, and northern New York	77.4	79.7
Mid-Atlantic Coast: Rhode Island, Connecticut, New Jersey, Delaware, Maryland, Virginia, central and southern New York, and eastern Pennsylvania	76.9	79.7
Southeast: North Carolina, South Carolina, Georgia, Florida, Alabama, and eastern and central Tennessee	76.7	19.4
Appalachian: Ohio, West Virginia, western New York, western Pennsylvania, eastern Kentucky, and a small portion of Maryland	76.7	79.2
Michigan	74.9	78.4
North Illinois: northern Indiana, northern Illinois, eastern Iowa, and Wisconsin	73.8	78.4
Central Mississippi: western Kentucky, southern Indiana, southern Illinois, and eastern Missouri	74.3	78.7
Lower Mississippi: Mississippi, Louisiana, eastern and southern Arkansas, and western Tennessee	77.0	80.0
North Plains: Minnesota, North Dakota, and South Dakota	73.7	78.4
Central Plains: Nebraska, central and western Iowa, northwestern Missouri, and northern Kansas	73.9	78.2
South Plains: southern Kansas, southwestern Missouri, western Arkansas, Oklahoma, and northern Texas	73.7	78.6
Southern Texas	75.9	80.2
South Mountain: southwestern Kansas, panhandles of Okklahoma and Texas, western Texas, New Mexico, Colorado, Utah, Arizona, Nevada, and eastern California	73.7	78.6
North Mountain: Wyoming, Montana, Idaho, eastern Washington, and eastern Oregon	73.2	78.0
Pacific Northwest: western Washington and western Oregon	75.8	81.6
Northern California	75.9	81.4
Southern California	76.3	81.3

Free copy of Bureau publication, Report of Investigations 4354, "National Motor-Gasoline Survey, Winter 1947-48," may be obtained by writing Bureau of Mines, Publications Distribution Section, 4800 Forbes Street, Pittsburgh 13, Pa.

surface storage of some 15 to 20 billion cu. ft. of natural gas per year on federal lands in Winterfield and Cranberry Lake gas fields in Michigan.

Interior said, "Additional supplies thus made available will do much to alleviate anticipated natural gas shortages in the winter months. It will also reduce consumption of petroleum products in the manufacture of artificial gas used to supplement natural gas supply during periods of shortage."

Cleveland purchasers of home oil heating equipment who agree to install at least two 275-gal. storage tanks and who live in specified towns within a 25-mile radius of Cleveland will receive a guarantee of a full year's supply of fuel oil, according to terms of newspaper ads appearing over the signature of Decker Reichert Steel Co., distributors for Superflex. A similar offer was advertised the previous week by Sears, Roebuck & Co. (see Aug. 4 NPN, p.12).

Fuel will be delivered by a large Cleveland oil company, according to W. C. Anderson, head of Decker Reichert heating department. Campaign will be backed up with radio spot announcements over local stations. Some installations have already been made with 1,000-gal. tanks, and adequate supply of both 275 and 1,000-gal. tanks seems assured, Mr. Anderson said.

On the crude production side, Louisiana set an August crude allowable of 533,936 b/d, over the July figure by 6,433 bbls. In Austin, Tex., five applications for discovery well oil allowable rates were set for hearing on Aug. 25 and 26 by Texas Railroad Commission.

Texas drilling for oil and gas declined slightly the first week in August, according the Railroad Commission. Commission's weekly report showed 164 oil and 17 gas well completions, compared with 183 oil and 18 gas wells the previous week.

Last week's drilling applications totaled 291, compared with 342 the week before; dry holes 52 compared with 99; and abandonments 105 compared with 169.

Survey of nation's stripper well areas to determine the quantity of oil that may be recovered by both primary and secondary production methods now is being made by Interstate Oil Compact Commission in co-operation with Independent Petroleum Assn. of American and National Stripper Well Assn. Results of the study are expected to be available late this year and will provide up-to-date data on number of producing and abandoned wells; productive acreage, production and reserves, and areas in which water flooding or other secondary methods of production are being employed.

Production Loss Mounts

CLEVELAND—Loss of products neared the 2 million-bbl. mark this week as the result of OWIU strikes against Standard Oil Co. (Ohio) at its Cleveland (37,500-b/d) refinery and Toledo (20,000-b/d) refinery which have been in progress since July 8. No settlement was in sight at NPN press time.

As compiled by NPN, summary of products losses due to labor disputes to date in 1948 follows:

Pan American—Texas City	790,000 bbls.
Pure Oil—Toledo	513,000 bbls.
Ohio Standard—Cleveland	1,275,000 bbls.
Ohio Standard—Toledo	670,000 bbls.
Total	3,248,000 bbls.

Four Companies Report First-Half Earnings Up

NPN News Bureau

NEW YORK— The Texas Co. has reported net earnings for the six months ending June 30 totaling $68,266,915 or $5.07 a share compared with $53,423,609 or $4.75 a share for similar period in 1947. This year's first-half net was after a deduction of $6,000,000 as special inventory reserve.

Included in 1948 figure was dividend of $4,892,250 after federal taxes from Bahrein Caltex received in second quarter. Company reported that 1947 first half figure included $10,483,675 dividend from Arabian American Oil.

Indiana Standard and subsidiaries achieved their $66,179,148 earnings (4.33 per share) for first six month of 1948 on the largest volume of busness ever done in a six months' period, according to Board Chairman, Robert E. Wilson and President A. W. Peake. First half earnings in 1947 were $40,936,430 ($2.68 per share).

Company's report also showed:

New capital investment for period —$111,000,000, or $45,000,000 in excess of net earnings.

Crude production—Up 16% from 1947 first half.

Refinery runs—Up 17% from 1947 period.

Company said these crude output and crude runs percentages were "substantially higher" than average for industry.

Pure Oil told stockholders in interim report that substantial portion of company's refinery construction program has now been completed and that balance will be available for use early in 1949. First half 1948 earnings were reported as follows (figures in parentheses for comparable 1947 period):

Net income—$20,753,000 ($8,162,000).

Earnings per share—$4.93 ($1.77).

Ohio Oil's net crude oil production during first six months of 1948 totaled 17,612,000 bbls. compared with 15,558,000 bbls. in first half of 1947. Semi-annual report also showed (1947 first half figures in parentheses):

Crude oil processed—4,702,000 bbls. (4,028,000 bbls.).

Net income—$24,879,098 ($13,246,116).

Equivalent per share—$3.79 ($2.02).

Company completed payment of debt incident to financial program inaugurated in 1938 for retirement of its preferred stock in paying off June 11 two notes totaling $3,000,000 due serially Feb. 11 1949 and 1950.

Richfield Oil Corp. at Los Angles reported sales and other operation revenue for first half of 1948 totaled $60,016,132, up $18,591,422 over first six months of 1947. Operating profit for first half was $12,213,422 compared with $7,293,727 for 1947 period.

Little-Used Highways Waste Taxpayers Money

NPN News Bureau

CLEVELAND—Political jockeying to include little used rural highways in Ohio's state highway system and the waste of taxpayers' money in maintaining these obscure "back lanes" are revealed in a series of stories by Staff Writers Chads O. Skinner and George E. Condon in the *Cleveland Plain Dealer.*

Emphasizing a stand long held by NPN against indiscriminate spending of tax funds on highways and wastefulness in maintaining little used roads, the *Plain Dealer* points out that funds that would ordinarily be spent on main arteries is diverted every year to keep little traveled "country lanes" passable.

One article states in part:

"By rule of thumb, a state road should carry a minimum of 400 vehicles a day. Yet less than that minimum is carried by one third of the state-supported roads.

"One road was dumped into the state system when it carried, by actual count, an average of four vehicles a day . . . A total of 780 miles of rural highways in the state system carry less than 100 vehicles in an average day. Some 2,600 miles of road carries less than 200 vehicles a day.

"These are among the 18,410 miles of roads which last year cost Ohio taxpayers nearly $25 million to repair and maintain. They are, according to officials of the State Highway Department, the most expensive to maintain and the least valuable to the state."

OIC-Steel Advisory Group Showdown On Small Business Needs Seen Near

NPN News Bureau

WASHINGTON—Activity is picking up fast along the many-sectored oil-steel agreements line.

As the Commerce Department's Office of Industry Co-Operation headed for what promised to be a showdown with its Steel Products Advisory Committee on the question of taking care of small business, and agreements for line pipe, oil country goods and tankers, its progress sheet showed:

1. Proposed programs for barges and oil country tankage and related items are safely past the public-hearing hurdle, need little more than the signatures of Atty. Gen. Tom Clark and Commerce Secretary Sawyer to go into effect.

2. OIC hopes soon to take up the establishment of an industry advisory committee to help frame agreements on allocations for oil and LP-gas marketers' and consumers' facilities.

3. ODT, Commerce's "agent" in administration of the already-established freight car program, is assembling all available information on construction and utilization of freight cars, including tank cars, by way of making a case for bigger allocations. Col. J. Monroe Johnson, ODT director, continues to contend the program's goal should be 14,000 cars per month instead of the present 10,000-car mark.

4. U. S. Maritime Commission is pressing for the construction of 20 high-speed 217,000-bbl. tankers, a national defense program to be superimposed on the program OIC has been urging upon shipbuilders and the steel industry to insure the completion of more than 40 tankers scheduled for this year.

Speculation that some strong plain words would be spoken to the Steel Industry Advisory Committee was prompted by plans for holding the committee's August meeting a week earlier than had been suggested.

Calls for Review of Problem

Secretary Sawyer, himself, was to discuss OIC's activities, and the agenda called also for a "review of the small business assistance problem," among other matters.

Interest exhibited recently at cabinet level suggested that the Commerce chief, before he was through talking, would urge the steel men to reconsider the line pipe and oil country goods proposals which they have rejected, and make strong representations for tankers, too, an behalf of the military.

The recent understanding reached between OIC Director John Virden and Chairman Wherry (R., Nebr.) of the Senate Small Business Committee as to OIC's position on steel distress of small business made it a foregone conclusion that OIC would ask the steel group to put in writing what its members some weeks ago would promise Sen. Wherry only vocally and in terms of individual steel companies:

That the latter, to the greatest extent practicable, will distribute steel on an historical customer basis, providing for the non-historical customer through hardship set-asides.

On the other hand, chances were that the steel men would not take it all laying down. USMC's tanker plan, on top of the "ordinary" tanker program, was calculated to be a jolt.

LP-Gas Needs 'Huge'

OIC felt uneasiness not only on this score, but also on LP-gas container requirements, stated to it in response to questionnaires it has circulated. The LP-gas requirements, it said, add up to "a huge amount."

Requirements information for bulk plant steel has been delayed by red tape, but plans are being made to call in representative marketers for discussions on marketing, farm and home storage as soon as possible, OIC added.

The agency saw the oil field storage and equipment proposal and the barge-towing vessel plan breeze through public hearings without opposition on Aug. 4 and 5. Shortly thereafter, OIC nominated to the Justice Department a four-man advisory committee on the former program while waiting for the steel companies who will participate to be designated.

ODT was choosing a barge advisory committee. Talk of its program allocations will go to oil barges and towing vessels therefor, ODT said.

New FOB Steel Price System Boosts Freight Charges, Has Little Effect on Oil Equipment

By GLENN DIETRICH
NPN Staff Writer

CLEVELAND — In general, amounts ranging from zero up to $2.30 a ton or more will be added to freight costs on steel required for refinery equipment, truck tanks, service station pumps and other oil industry equipment as the result of steel suppliers shifting from the basing point, delivered-price system, to FOB mill pricing in conforming to the U. S. Supreme Court's cement case decision.

This was shown in results of a NATIONAL PETROLEUM NEWS survey which indicated:

1. Oil industry equipment manufacturers located in same cities as their steel suppliers will pay no more freight charges than at present.

2. In most cases the increase in freight costs is considered insignificant in relation to over-all costs of the manufactured products and will be absorbed, or become only a small factor in any price boost resulting from higher cost of the steel itself.

One Midwest company estimates it will pay an average of $1.50 per ton more for steel. At one of its three plants no increase is contemplated since steel supplier is located in same city. At a second plant, within 100 miles of supplier, increase is figured at less than $1 per ton. At a third plant, where distance from supplier is greater freight charges will go up about $2 per ton.

This company feels that it is better off than some of its competitors, estimating that some other manufacturers of similar products will have to pay $2.30 a ton or more on top of freight charges which prevailed under the basing point system.

Limits Competitive Position

Instead of creating more competition, the shift to FOB mill pricing will have the effect of limiting the competitive position of those companies within an industry that are forced to raise their prices, according to another Midwest company. Official of this company said that because it was now limited as to source of supply, that talks were being had with steel companies in the Pittsburgh district, seeking to interest them in making shipments by water to Midwest points that can be so reached. In several areas of the Midwest, he pointed out, the water rate from Pittsburgh would be less than the rail rate from Chicago. Facilities for water shipments are inadequate at present, however.

"At present our problem is one of supply only," this company's purchasing director said. "We are not concerned with any problem of higher costs as a result of the shift to the FOB pricing system."

The purchasing director of a company in the East said: "I don't think the shift will affect us too much as our present basing point is a mill." Steel industry observers said this would be true only if the mill were close to the consumer. The spokesman for the eastern company ad-

mitted that costs "undoubtedly" would be raised where steel had to be shipped from a distant point.

Another company said that it would be affected by the pricing system change, but "fortunately for us, we are close to the Gary and Chicago mills and not too far from Youngstown, so the additional freight will not be any great addition to our present costs."

A construction company holding contracts for new refineries says the additional freight charges it will have to include in its estimates as only a small portion of the over-all picture of rising costs.

"Fabricated pipe is the biggest gamble on any job which we undertake," a company official said. "Until detailed drawings have been completed, we cannot tell how much pipe we will need, except that we can make estimates from previous experience. Our problem lies in inability to obtain fabricated pipe at or near points of consumption, except in the Houston area. For one job it was necessary to ship pipe from Houston to Detroit. In a case like that we feel we are fortunate if we can break even on a contract, hoping to make it up on another where location is in our favor."

Some company officials reached in the survey thought that the "whole picture is confused" and were not too sure of the ultimate effects of the shift.

Many were looking to Washington and the special Capehart subcommittee of the Senate Interstate Foreign and Commerce Committee to end this confusion by obtaining adoption of legislation to legalize basing point, delivered-price systems. Whether such legislation is desirable, in the committee's view, will be determined at hearings on the effects of the Supreme Court's cement case decision and the general question of monopolies late this fall—probably in Mid-November.

Oil Field Equipment Group Set

NPN News Bureau

WASHINGTON—Commerce Department's Office of Industry Co-Operation has submitted to Atty. Gen. Tom Clark for his approval the names of four men OIC has chosen to be its advisory committee for its proposed voluntary agreement on steel allocations for oil field storage and related items. OIC's choices are:

W. F. Gates, vice president, Black, Sivalls & Byrson, Inc., Kansas City; J. W. Lovelady, president, Sivalls Tanks, Inc., Odessa, Tex.; S. S. Parker, vice president, National Tank Co., Tulsa; W. V. Rathbone, vice president, Parkersburg Rig & Reel Co., Parkersburg, W. Va.

Commerce Sets Export Quota 5% Higher On Oil in 3rd Quarter

NPN News Bureau

WASHINGTON—The government is allowing more than 5% more crude and products to be exported in the current quarter than it licensed in the second quarter, but the net gain for exporters will be not quite that high in the long run.

Commerce Department's Office of International Trade Aug. 10 set at 14,575,000 bbls. its third quarter quota for crude, aviation gasoline, motor fuel, kerosine, gas oil and distillate fuel oil and residual fuel oil.

While this was 776,000 bbls. more than it specified for the same items in second quarter, a 317,000-bbl. increase for gas oil and distillate fuel oil was for the purpose of enabling Shell, on Caribbean, to turn out more Navy Special fuel oil than it could otherwise; also, a 43,000-bbl. increase for avgas was tagged for Newfoundland's Gander Airport, on main transatlantic air route, for which supplies can be delivered by tanker only in summer.

Motor fuel quota actually was cut 120,000 bbls., presumably in view of difficulty military has been experiencing of late in getting its requirements of this product met.

On the other hand, crude quota was increased 349,000 bbls., and limit on residual fuel oil raised 187,000 bbls. "to meet the essential requirements of several countries."

Kerosine quota was unchanged.

No quota was set this time for blending agents, which had 150,000-bbl. limit in second quarter. OIT explained export demand for products in this class has been so small that it now will license them on "open end" basis—determining allowable amounts according to evidence of essentiality.

OIT added it may be able to report individual country quotas Aug. 13.

Its crude and products quotas (in bbls.) were as follows:

Crude, 2,220,000; aviation gasoline, 1,305,000; motor gasoline, 4,900,000; kerosine, 500,000; gas oil and distillate fuel oil, 4,200,000; residual fuel oil, 1,450,000.

End of State Avgas Tax Urged

Special to NPN

SEATTLE—A warning that aviation fuel taxes "could very well bankrupt the air transport industry" was handed Pacific Region meeting of North American Gasoline Tax Conference here last week by William T. Raymond, director of governmental affairs for Air Transport Assn.

He told gathering that states should exempt avgas from taxation contending that most equitable way of financing cost of airport operations is through use of landing fees, rentals and service charges rather than by state or local tax on fuel. Aviation industry, he added, is "unalterably opposed" to avgas taxation at these levels "because it is not a benefit tax nor is it related in any way to ability to pay or to any other valid factor."

Twenty-nine states and District of Columbia, said Mr. Raymond, already relieve aricraft operators from payment of gasoline taxes either through exemptions or refunds, "and the trend is definitely in favor of more states doing likewise."

Gasoline Consumption

(Figures are from state tax bureaus)

JUNE

Arkansas—9.0% increase—27,482,823 gals. in 1948 compared to 25,214,433 in 1947.

Colorado—6.8% increase—32,484,278 gals. in 1948 compared to 30,427,323 in 1947.

Delaware—16.5% increase—7,107,637 gals. in 1948 compared to 6,100,080 in 1947.

Indiana—7.1% increase—93,489,546 gals. in 1948 compared to 87,303,256 in 1947.

Oregon—15.5% increase—44,003,681 gals. in 1948 compared to 38,087,615 in 1947. Consumption for first six months of 1948 is 8.1% greater than in like period in 1947.

Rhode Island—0.5% increase—13,798,678 gals. in 1948 compared to 13,733,611 in 1947.

Utah—9.3% increase—14,467,926 gals. in 1948 compared to 13,241,799 in 1947.

JULY

Florida—3.8% increase—$3,477,576 collected in 1948 compared to $3,351,568 in 1947.

Georgia—6.4% increase—$3,168,227 collected in 1948 compared to $2,977,825 in 1947.

Trailer Tank Output Gains

WASHINGTON — Census Bureau's truck trailer report for June shows output of petroleum tanks up 25% from 225 units from May's 179. Shipments of tanks rose from 179 to 234.

Production of truck trailers of all types was up 10% from May and 14% from June, 1947.

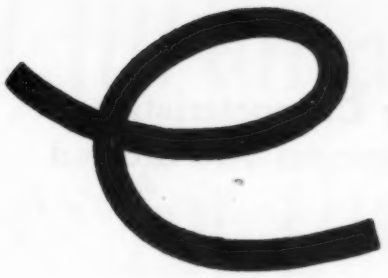
Texaco to Close Refinery

HOUSTON—The Texas Co. will close its refinery at Galena Park near here approximately Oct. 1. Company said Aug. 5 that the plant will be maintained for some time as a crude oil terminal.

It is likely that Texaco will pipe its crude, which formerly came to the Galena Park refinery, to its 135,000 b/d refinery at Port Arthur.

The Galena Park refinery employs less than 200 men. Some will be retained at the Houston works to operate the crude terminal and the others will be transferred to other Texas Co. plants.

The Galena Park refinery has a rated capacity of 27,500 b/d.



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Tests to Determine Delivery Characteristics Of Grease Dispensing Equipment Are Started

Special to NPN

KANSAS CITY, Mo.—The National Lubricating Grease Institute's Technical Committee Panel is working on a project entitled "Delivery Characteristics of Dispensing Equipment for Lubricating Greases." The work involves the development of a method for defining the operating ranges of grease dispensing equipment, particularly grease guns, in terms of physical characteristics of greases to be handled therein. Panel chairman is T. G. Roehner of Socony-Vacuum Oil Co., Inc.

A meeting of the panel was held in Chicago in June but results of this meeting were not released until recently after approval by the Technical Committee members, Harry F. Bennetts, executive secretary of NLGI, reports. Pertinent data from the minutes of the meeting follow.

The panel decided to focus its attention on chassis type greases and on guns handling such greases in service stations and bus and truck fleet operations. This type of gun was said to account for about 90% of those in the field.

L. C. Brunstrum, Standard Oil Co. (Ind.), pointed out that the yield value or slumpability is a measure of the amount of force which must be applied to the grease to initiate movement. Apparent viscosity is an indication of the amount of force which must be applied to the grease to maintain movement of the grease after the yield value has been exceeded, he explained. In other words, he added, yield value is indicative of the behavior of the grease so far as ease of priming the pump is concerned, while apparent viscosity—shear rate relationship—is the factor which affects the rate of flow from the pump to the bearing. The grease industry brings to this problem, methods which can be employed for defining the flow characteristics of greases in units which approach the fundamental, Mr. Brunstrum said.

He referred to a report entitled "Determination of the Flow Characteristics of Lubricating Greases," jointly issued by the Coordinating Research Council, Inc., and the Technical Committee of the NLGI, dated May, 1946.

N. W. Faust, The Texas Co., took charge of a discussion of the chassis type greases which would be acceptable for use as reference greases in tests to be undertaken by the panel. R. P. Field, Balcrank, Inc., stated that from the equipment manufacturer's viewpoint four types of reference greases were recognized: 1. Cup; 2. Semi-Fluid; 3. Fibrous; 4. All-Purpose.

Gun Type Selected

Following a talk by Charles F. Raisch, Alemite Division, Stewart-Warner Corp., on the design of guns and their characteristics, the panel decided that its work should be limited to a type described as air operated, high pressure (100-lb. barrel pump) fitted with 7 ft. of hose, ¼ in. inside diameter, plus two swivels and one control valve.

After deciding on the type of gun to be tested the panel agreed on three products for use as reference greases. These are: 1. NLG #20, cup, chassis lubrication; 2. NLG #21, Viscous, chassis lubrication; 3. NLG #22, fibrous, chassis lubrication.

Test Procedure

The panel outlined the test procedure to be followed in determining the flow characteristics of the above three greases:

1. A 100-lb drum is to be furnished to each gun manufacturer by Messrs. Brunstrum (NLG #20), Roehner (NLG #21,) and Faust (NLG #22).
2. Each grease manufacturer to be furnished guns by the gun manufacturer. Only one gun to be used per laboratory.
3. Ninety and 150 lbs. air pressure to be employed by the gun manufacturer, and 90 lbs. by the grease manufacturer, measured inside cold room.
4. Tests to be conducted at 32 deg. F., 50 deg. F., and room temperature
5. Soaking time is to be 72 hours, plus such other time as required by temperature reading at bottom of suction stub. All equipment is to be soaked together at 32 deg. F.
6. Delivery is to be measured at ounces per minute at end of 7-ft. hose, ¼-inch inside diameter tube. with two swivels and one control valve.
7. No screens are to be used.
8. Tests are to be conducted by Messrs. Brunstrum, Raisch, Roehner, Field, B. A. Beaver (Gray Co., Inc.), and Carl H. Mueller (Lincoln Engineering Co.).

Plan Expanded Panel

It was pointed out by the panel that the above test procedure is primarily exploratory and that it is planned to increase the size of the panel later on. New members are to be selected who are in a position to give the most assistance and may include consumers, such as large fleet operators.

The panel decided its program should be pursued steadily but without pressure since it recognizes the final objective will not be achieved quickly.

Members of the panel present at first meeting were: Chairman Roehner, Messrs. Field, Beaver, Faust, Mueller, Raisch, Brunstrum, Bennetts, Glen Williams, Battenfeld Grease and Oil Corp., Robert G. Moyer, Pure Oil Co., H. L. Hemmingway, Pure Oil, S. J. Zielinski, Alemite Division, Stewart-Warner Corp., Harry R. Tear, Alemite, and William H. Oldacre, D. A. Stuart Oil Co.

Socal Boosts Heavy Fuel, Third-Grade 'Gas' Prices

SAN FRANCISCO—Advances of 2 to 3c per gal. in its prices for flight (third-grade) gasoline, effective Aug. 10, have been announced by standard Oil Co. of California. The product, a white gasoline sold through company's distributors but not through Standard Stations, Inc. or Chevron Dealers, will be boosted 2c in California, Washington and Oregon, and 3c in Arizona.

Blazo, a naphtha heating fuel, also will be advanced 2c per gal. at all points in quantities over 40 gals., 3c in quantities under 40 gals.

Effective Aug. 3, Standard raised prices on its products equivalent to PS 300 and PS 400 fuels 10c per bbl. at all points and for all types of delivery. Company increased its navy special fuel oil price 7.7c per bbl. The company markets two fuels in the PS 300 grade: Standard light domestic fuel oil and standard light fuel oil.

Standard also has introduced a new residual fuel, standard bunker fuel oil, which is available only at company terminals by pipe line into vessels (or barges) or into tank cars. Characteristics of the product are: viscosity, minimum 165 SSF at 122 deg. F.; Flash, P. M. C. C., 150 deg. F. minimum; sediment & water, 20% maximum. Price schedule for the new fuel, FOB company's terminals, is:

	(prices per bbl.) Pipe Line	To Vessels	Tank Car
El Segundo, Calif.	....	....	$2.15
San Pedro, Calif.	....	$2.10	....
Bakersfield, Calif.	....	....	2.20
Richmond, Calif.	....	2.15	2.20
Portland, Ore.	....	2.40	2.45
Seattle, Wash.	....	2.40	2.45

Sinclair Moves to New Labs

HARVEY, Ill. — Sinclair Refining has completed research and development laboratories here on a 38-acre site. Research facilities are being moved from previous quarters at Sinclair's East Chicago Refinery. In addition to general laboratory building, plant includes an engine laboratory building, a lube treating-compounding-distillation building, and a fuel application building. Latter contains a theater for demonstrations on operation and maintenance of household burners.

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100 East 42nd Street, New York 17, N. Y.

Gulf Tells Public How Its Magnetometer Works, What It Will Do During Demonstration to Press

By BRUCE R. QUAYLE
NPN Staff Writer

RYE, N. Y.—In a two-day long public relations effort at Westchester County airport here, Gulf Oil Corp. took the last wraps off of its airborne, electronic version of the dip needle, the magnetometer, and told the public what a job it in particular and the oil industry in general are doing to explore for and find new oil reserves.

More than 200 newspaper and magazine science and business writers, plus technical men from other major oil companies, were brought to the airfield to witness the magnetometer in operation and to hear how it aids in the search for oil.

Writers were taken up in the company's private DC-3 plane to watch the magnetometer in action and an accompanying plane carried another group of visitors to watch the strange, bomb-like, oil-searching device trailed from the searching plane on a 75-foot electrical cable. Almost all of the newspaper and magazine men attending flew at least once. In addition, R. D. Wyckoff, chief of the Gulf Research and Development Corp.'s geophysical research and development division, lectured on the operation of the magnetometer.

Stories of the magnetometer and how it is aiding in the search for oil appeared in all local New York City papers and were put on national press-wire by news syndicates. Gulf reported several days after the demonstrations that a small newspaper in Utah had contacted one of the science news services for a full page feature story on the oil finding device, indicating the interest aroused.

Gulf flew in two plane-loads of newspaper men from Cleveland and Pittsburgh for the demonstration at the company's expense and in Gulf planes. This was the first public demonstration of the magnetometer. Newspaper, magazine, and company people attending the demonstrations on either of the two days were entertained at lunch by Gulf and given an opportunity to talk to Gulf personnel about the magnetometer and other oil exploration developments.

Sheik's Aide a Visitor

A special visitor at the demonstration was a aide of the Sheik of Kuwait who was in New York on unrevealed business. The Arabian official evidenced wide interest in the device.

Developed before the war by Gulf, the magnetometer is now being made available to other oil companies and to other industries in general through two specially-licensed aerial survey companies—Aero Service Corp. and Fairchild Aerial Surveys.

The magnetometer was put to use during the recent war as a submarine detecting device through work by Gulf with the Bell Telephone and U. S. Navy Laboratories. Since the war the magnetometer-surveying equipment has been refined through the addition of Shoran (short range navigation) navigation devices to accurately chart the area being covered with the magnetometer.

The magnetometer has been used by Gulf to gather geologic data in Eastern and Western Canada, West Texas, New Mexico, some parts of South America, the Bahama Islands and in Florida. The Florida survey crew and equipment were brought here for the demonstrations.

Months Behind in Study

Although to producing wells have been drilled as a direct result of magnetometer exploration, geologic data on possible oil territory is being accumulated at a rapid rate. So fast is the magnetometer gathering survey information that Gulf is running months behind in the study and interpretation of the material. A Gulf official told NATIONAL PETROLEUM NEWS that facilities are being expanded as rapidly as possible, both as to equipment and personnel, for studying data gathered.

Basically the magnetometer is a device for measuring the varying magnetic intensities of the base, igneous rock which covers the earth and also for determining how far below the surface the rock lies. Such measurements when taken in a pattern over a wide area enable geologists to plot the geologic structure of the area and thus locate likely oil-bearing formations. When structures are found, further gravity and seismograph tests are made and if indications of oil are sufficient a well is drilled.

Gulf estimates that the odds of drilling a producing well have been changed from 16-1 to 5-1 by the magnetometer.

In use, the magnetometer is trailed behind a surveying airplane in a bomb-like container so as to place it free from the magnetic effects of the plane. Writers at the demonstration also saw the Gulf-developed and produced equipment for interpreting the magnetometer's electronic findings.

Oct. 14 'Oil Progress Day' Plans Pushed by OIIC

NPN News Bureau

NEW YORK—Oil Industry Information Committee plans for a community-level "Oil Progress Day" on Oct. 14 were developed further with a meeting here last week of OIIC field men to complete an operating schedule for activating the program, OIIC Chairman Ralph Champlin stated that all plans for the day are being aimed at the local level and that material for the day is being prepared to enable each segment of the industry to participate.

He said further that if consumption of products continues at present levels for another month or so the industry should be able to make some fairly "sanguine" statements regarding the oil supply outlook for industry men to present to the public as part of the progress program.

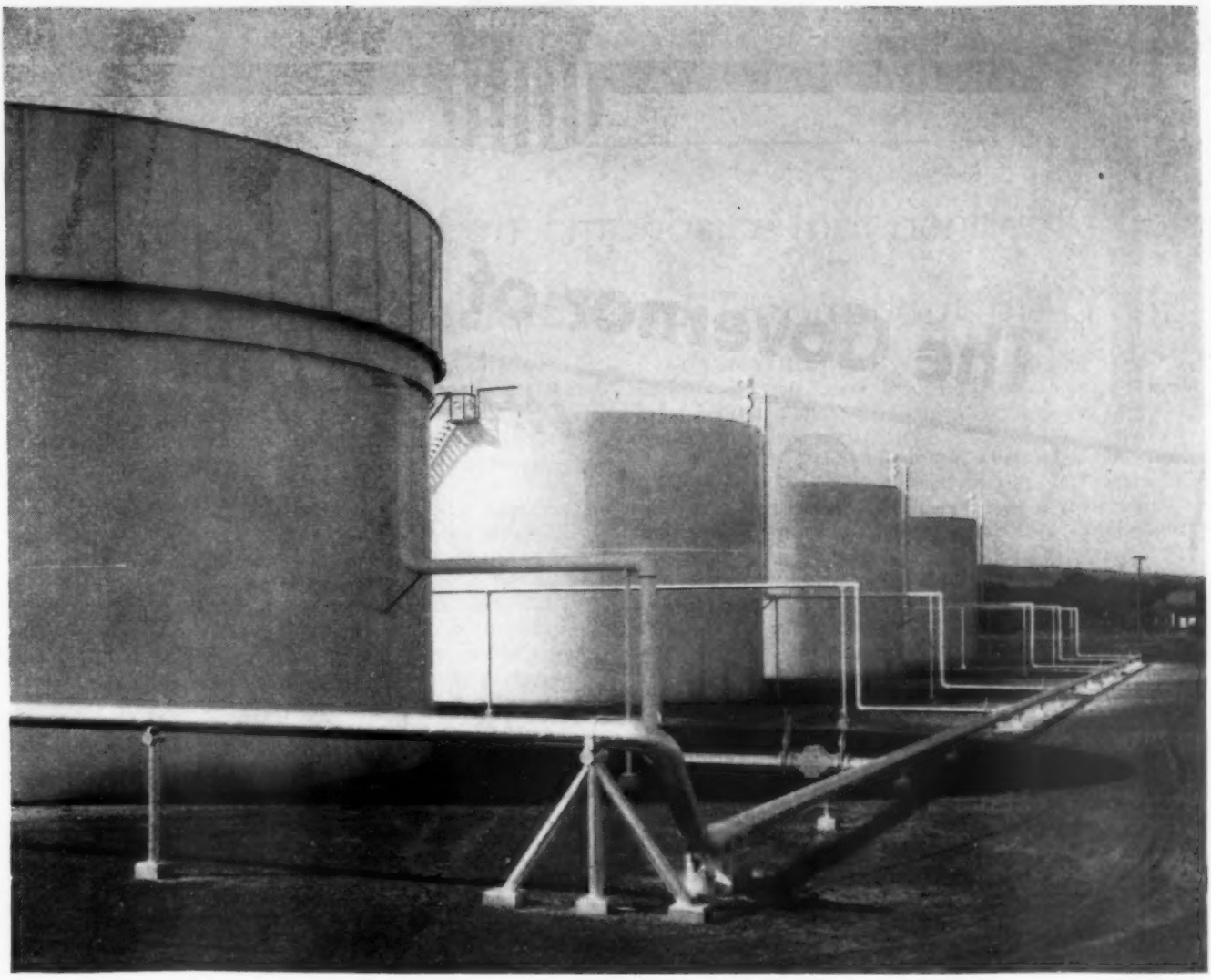
As an illustration on the extent to which local contacts are being developed for " Oil Progress Day," Keaton Arnett, of the Fred Eldean Organization (OIIC operating group), has reported that personal contact has been established by an oil industry representative with every radio station in the country to the end that each local station might tell the industry's story on Oct. 14. He indicated that 15 minutes on one-half of the stations on that day would a conservative achievement to expect.

OIIC men here are now preparing the material for use by local industry people at all levels in acquainting the public with the industry picture. Distribution of the material will be handled by OIIC field men.

In a meeting of the oil trade press here Aug. 6, Mr Champlin said that the program, besides aiming at positive goal of getting story of industry achievement across to the public, is designed also to counteract or negate the talk of industry control which is in existence in these times.

Winchester Resigns, Simon Becomes Davisbilt Head

CINCINNATI, Ohio—John F. Winchester has resigned as president of The Davisbilt Products Co. and has been succeded by Robert Simon, president of Liberty Products Corp., parent company of Davisbilt, Mr. Winchester, formerly associated for more than 33 years with the executive staff of Esso Standard Oil Co., says that he intends to devote his full-time efforts to other interests.



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Editorially Speaking

'Oil Progress Day' Can Emphasize Independent's Role But Recognition Should Extend Throughout the Year

PLANS for "Oil Progress Day" on Oct. 14, as outlined by Ralph C. Champlin, chairman of the Oil Industry Information Committee, show an understanding appreciation of the importance of the Independent in the oil industry.

In explaining the program, Mr. Champlin said that the OIIC, being a nation-wide and industry-wide committee, will naturally concentrate its own efforts to tell an over-all story.

"But," he added, "the total effect of that work will be small compared to the great impact on public understanding that will be achieved if many companies agree at this one time *to tell their own individual stories.*" The OIIC will furnish virtually any kind of information or display material on the industry as a whole that an Independent wishes to use, but for probably the first time in the history of the industry the Independent is being asked primarily to tell his own story.

This approach by OIIC follows two other actions to bring the public relations program within the realm of the Independent. First was the appointment of Independent marketers to both the OIIC and the Public Relations Committee of the API board of Directors. Second is the publication in a substantial schedule of magazines now and this fall of an advertisement which proclaims that the Independent jobber is an important cog in the oil industry distribution machine.

Mr. Champlin would be the last to claim that these moves have been made just because he and his committee associates want to be good fellows. They realize that the public relations program cannot fully succeed without the participation of the Independent. To win this participation, they are now seeking, getting and, best of all, using the advice of Independents.

The result is that Independent jobbers can take part in "Oil Progress Day" without feeling that someone is trying to cram something down their throats. As this program has been outlined by Mr. Champlin, no one is asking them to go before their Rotary, Kiwanis, Lions, Chamber of Commerce or to buy space in their local newspapers to talk about offshore drilling, swamp buggies, cooling towers or mass spectrometers. They are being asked only to tell their own stories in whatever way they wish.

No jobber need hesitate to tell his story because he thinks he is too small or cannot afford the service of an advertising agency. We wouldn't be surprised if some of the most effective advertising copy and some of the best speeches came from men who stated simply how they function in moving a portion of the great stream of petroleum products which gives America warm homes without coal shovels and by far the best transportation of any country in the world.

* * *

While "Oil Progress Day," as the OIIC has outlined it, can be a big boost for both public and industry relations, it will, of course, avail nothing to have good relations on Oct. 14 and do nothing for the rest of the 365 days of this leap year.

Just as it is beneficial to the whole industry to have maximum jobber participation on this day as evidence of the strength of the Independent, it is important that the public realize *every day* that these Independents exist.

About four out of five Independent jobbers handle gasoline carrying the brand names of their suppliers. If these Independent marketers are hidden behind brand names for the rest of the year and are seen only on "Oil Progress Day," just as the groundhog has only one day a year, they won't show up very well to the public as oil industry competitors.

To carry the spirit of "Oil Progress Day" for the other 365 days, it is necessary for the Independent to identify himself, through the emblem of his Independent association and by putting his own name in big, bold letters on his bulk plant tanks, on his trucks, on his service stations, on his office, in his newspaper advertisements and radio commercials. If his name is a pipsqueak lost in the roar of the gasoline brand, even his best friends are not likely to remember that he is one of thousands of competitors.

An Independent can push the identity of the brand he is handling and still keep his own company name prominently before the public. That has been proved by scores of Independent jobbers handling major company brands.

Several oil jobber associations are promoting such identification. Two have gone even further, the Wisconsin and Iowa associations establishing Independent jobber decals which members are asked to display on all equipment. These associations are doing this because they believe that the jobber strengthens himself as he identifies himself and as he helps to demonstrate that there are like Independents in virtually every city and town.

Every time a jobber publicizes his independence, he is contributing to the public relations program goal of proving to the people of America that the oil industry is composed of thousands of companies. This appears to be the heart of most of the public relations advertising. It would seem, then, that the major companies, in order to follow through on the purpose of "Oil Progress Day" and to give substance to the advertising about competition in the industry, would be begging jobbers to make their own identification strong, instead of discouraging it as some have at least in the past.

There is no better way to prove on every day of every year that the oil industry is composed of thousands of companies, not just a couple dozen, than to have every company in the industry—producing, refining, transportation and marketing—shout its name and its function whenever and wherever it can.

PLATT REPORTS FROM LONDON

British Oil Industry Clings to Earnings To Help Finance Big Development Program

By WARREN C. PLATT
Editor

Expansion plans of the British oil industry both at home and abroad are discussed and interpreted in this article by Warren C. Platt, editor and publisher of NATIONAL PETROLEUM NEWS, who obtained the information on the scene this summer. Fifth in a series of articles on foreign oil industry developments and how they affect U. S. petroleum, Mr. Platt tells of the difficulties British oil companies are experiencing in financing developments. He outlines the world markets which these companies plan to enter, and describes the increase in United Kingdom consumption and how the government is urging mechanization of farms.

LONDON—The British oil industry is husbanding its good earnings and resources, not only to make England a big refinery center in the next few years, and to insure the necessary supply of crude oil especially from the Middle East, but also to develop its refining and marketing activities elsewhere over the world.

There will be no invasion of North America, Canada and the United States with plants and marketing outlets but there will be sales in the course of time to all who may want Middle East crude and that not only in North America but also in South America. To South America also will be pushed sales of refinery products. It is anticipated that as American demand increases there will be plenty of customers, who will seek Middle East crude and products without making it necessary for strictly British and other foreign companies to install refining and marketing facilities in the U.S. and Canada in order to dispose of their Middle East supplies.

The British companies foresee a big and immediate increase in their United Kingdom oil markets as well as in markets in Europe and then Africa and Asia. All of this is contingent upon the rate of recovery, the availability of American dollars and steel and the avoidance of another world war.

Hard Money Is Difficult to Get

While British oil companies are making excellent to even large profits, they are eyeing their vast future expenditures with considerable concern because hard money sufficient to buy equipment and supplies in the U.S. and elsewhere over the world is not to be easily had. England's big investment capital of past years is considerably diminished and it may never be—or at least not for years—what it once was, when even American oil companies obtained British capital.

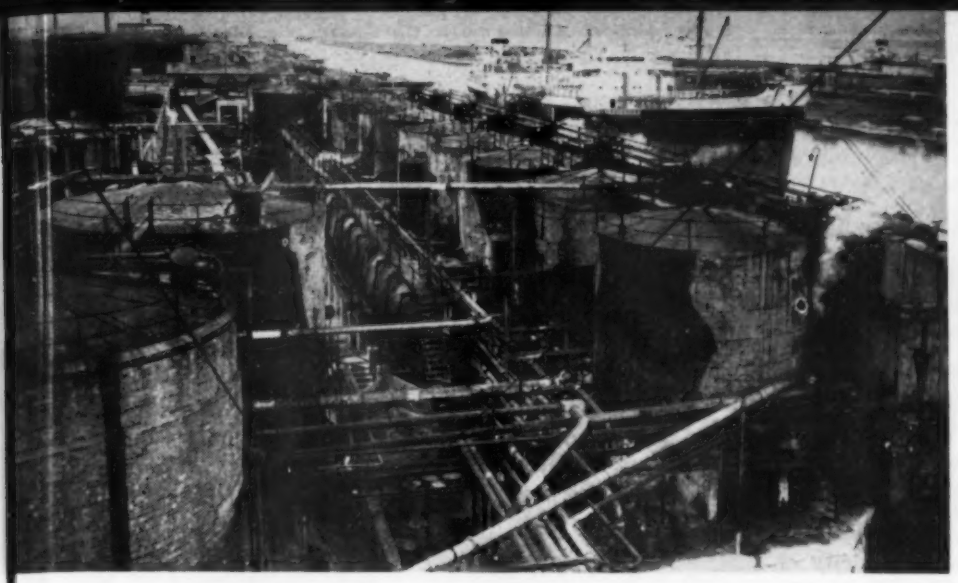
Then there are fears of a possible devaluation of the pound sterling which is now pegged at $4.03 U.S. money. All around England currencies have been dropping, the French franc from a high of 20 years ago of more than 20c or five francs for a dollar down to a third of a cent or 307 francs for an American dollar. In Italy the lire has dropped to less than a cent, and most other countries' currencies are of doubtful value.

Some of this drop has been recovered by merchants hoisting their prices quickly, but I paid in a good, though not a fashionable, Paris hotel, for a bedroom, small parlor and bath, $6 a day for two. In the U.S. that would have cost at least twice and even more in New York or Chicago. But that low price probably won't last long.

So if English pound sterling should drop, as newspaper reports have suggested is possible, the big earnings of the British oil companies won't go as far as they now may seem in paying for the companies' big construction programs.

There is criticism of the oil companies in the financial pages of the London newspapers for not increasing their dividends from these large earnings even though in all financial reports the companies point out their need for more capital. The criticism undoubtedly results from the shortage of income and cash in the pockets of the

(Continued on page 26)



View of Shell's Mex-phalte plant at Stanlow on the Manchester, England, ship canal. Note the brick facing on the storage tank in left foreground which protected tanks from bomb blast damage. Other tanks have had the bricks removed because of corrosive action due to moisture

Protective Coating Saved Tanks In War, But Better Method Needed Which Will Not Cause Corrosion

LONDON, England — One of the important things that helped win the war for the allies here in England was placing a protective coating of brick, sometimes tile and sometimes a bit of concrete, about the oil industry's storage tanks.

The coating was six to eight inches thick and gave full protection against the blast of bombs exploding nearby but, of course, did not protect against a direct hit, but direct hits on tanks were mighty few. Before this coating was devised in the early days of the blitz, oil tanks would crumple like paper under the blast. The chief engineer of the Petroleum Board was called to Thames Haven below London on the Thames river where there is a large group of big storage tanks owned by all of the major companies in England. He said when he came on the scene his heart really sank, even down through the mud of the Thames, because a few hundred acres of tanks had been ruptured, their contents flowed about and the whole business was on fire, every foot of it.

Then started the study which resulted in encasing oil tanks in brick or tile with the result that after that not a tank was lost or was seriously damaged by the blast from bombs, whether bombs dropped by planes or the much larger flying bombs.

But, as the engineers feared, the coating is holding moisture against the tanks causing corrosion so that the pictures on this page show how the coating is now being taken off.

This is one of the things that British and American oil engineers should be studying jointly, and they probably will do it rather secretly. America, like the British, have tens of thousands of storage tanks whose safety must be provided for if the military figures there is any possibility of their being bombed. Such protection will not be cheap but as the British have learned, it is effective. And it should be provided in such a way as not to damage the tanks.

There are other things that American and British oil engineers should be working on, such as standardization of equipment, so that military operations will not be confused. This is coming about to some extent naturally because of the joint interest of American and British companies in operations in various parts of the world and also from the British companies having to buy so much of their equipment in the U.S. But it should be pushed more rapidly against the day of possible trouble. WCP.

Protective coating of brick is shown being removed from a storage tank at Shell's Stanlow plant. Removal became necessary because water seeped between the bricks and the tank wall causing deterioriation of the metal

Another view of a large storage tank at Shell's Stanlow, England, plant. Brick facing was placed on the tanks during the war to prevent splinter penetration during bombing attacks. Now it must be removed to stop corrosion of the tanks

(Continued from page 24)

stockholders who, even though they would have to pay out a half or much more in additional taxes, long for a little more hard money for current living, and living in England, in the main, is almost as high as in the U.S.

Expansion Plans Still Are Not Complete

So here are some of the plans of the English oil companies, in dollars and barrels, and their expectation of various market demands that are before them.

Refining capacity in England alone will be increased, according to present plans, from a present capacity of about 80,000 b/d to some 440,000 b/d by 1953 at any rate. In fact the capacity by that time may easily be much greater as several companies have not projected their plans to that year as fully as others. This may not seem a large capacity compared with the now almost 6,000,000 b/d in the U.S. but it is large enough to make England self-sustaining, and still give her products with which to go after European markets which in prewar years were supplied largely by U.S. refineries. In 1938 England exported nearly 800,000 bbls. of a value of more than $3,000,000 mostly in lube oils. Last year, despite all the handicaps of money and steel shortage, she exported 2,500,000 bbls. of a value of $12,000,000. Expectations are for steady increases for a number of years.

Another view of the picture is from the angle of British investment in oil equipment. Plans now approved or pending, but subject to detail approval by the British government, call for an expenditure of an estimated $425,000,000, which undoubtedly will be far over $500,000,000 when the expenditures are finally made, for new refinery and storage and transport equipment in England alone.

This increase and the need for doing business as much as possible in sterling has prompted the placing of oil country and oil refining equipment orders the past year with British manufacturers of $360,000,000. It is estimated that these orders will be increased to nearly $500,000,000 a year and calling for more than 1,000,000 tons of steel a year, for some years to come. Exports of British-made oil equipment mainly to the Continent, with a little to the U.S. itself, last year totaled almost $200,000,000. There will be vast quantities shipped to the Middle East. Demand for U.K. oil equipment is four times as great as prewar.

Consumption in United Kingdom Increases

In the United Kingdom, the British oil companies now estimate consumption at more than a 50% increase this year as against 1938, or from 82,000,000 bbls. to 125,000,000 bbls. excluding British Navy fuel most of which would be brought in by tanker. Some of the increases in this home consumption are:

Aviation fuel from 900,000 bbls. in 1938 to 2,200,000 bbls. this year;

White spirit (naphtha) partly because of shortage in turpentine for paints, etc. from 600,000 bbls. in 1938 to 1,100,000 bbls. this year;

Vaporizing oil, kerosine, from 1,500,000 bbls. to 6,750,000 bbls.;

Derv (Diesel engine road vehicle) fuel, for commercial vehicles from 3,000,000 bbls. to 6,250,000 bbls.;

Gas, Diesel and fuel oils (exclusive of Navy fuel) from 15,000,000 bbls. to 40,000,000 bbls.

Because of the strict control on use of gasoline for automobiles, any comparison between 1938 and 1948 on motor fuel would not reflect the increase in demand.

The increase in gas and fuel oils comes from the drive the government made a year ago, now halted, to convert from coal to oil and from the natural advantages in certain manufacturing, such as steel, and from greater development of gas manufacturing.

The coal to oil conversion campaign since last May has resulted in 1,548 conversions being completed for an estimated consumption of 20,000,000 bbls. a year; 291 conversions have been authorized or are in progress for an estimated annual consumption of 2,000,000 bbls.; 120 probably will be authorized shortly for an estimated consumption of 2,700,000 bbls. while 435 projects have been deferred that would have consumed 7,500,000 bbls. Excluding projects deferred, it is estimated that 32,000,000 bbls. will be consumed by the above plans in a full year.

Government Urges Farm Mechanization

The government is pushing a policy of developing more agricultural land and maintaining it at lower costs and without the same manpower as in the past. England still has a lot of land which can be put to growing more food though much of it will take considerable fertilizing and work. At the end of 1939 there were only 55,000 tractors on farms in the U.K. while at the end of last year there were 235,000. With that big increase England pushed its agriculture from 12,900,000 acres tilled in 1939 to 18,500,000 acres tilled in June of 1947.

These tractors on the farms will continue to increase for a number of years. In fact it is estimated that the home market will absorb farm machinery of a value of more than $150,000,000 a year at least to 1951 by which time the more pressing needs will be taken care of.

However there will be a steady pressure of farm machinery on the home market because the country is pushing its manufacture for export as well. Whereas 18,000 tractors were produced in 1937, more than 25,000 were made in the first quarter of this year. While England is concerned with making the maximum possible of export material it also is greatly concerned with making itself as near self-sufficient in food as possible. As tractors on farms generally run on kerosine, a consumption of 1,500,000 bbls. in 1938 of that fuel is expected to reach nearly 7,000,000 bbls. this year. Diesel engines are also coming into greater use for industrial purposes and for the railways. On the railways this will give more efficiency and save coal which will undoubtedly be hard to get in England for some years, harder to get than to bring in oil when more tankers can be had.

Would Quadruple Number of Motor Cars

Of automobiles and trucks the Ministry of Transport estimates that the present 3,000,000 vehicles will be increased to 12,000,000 in the next 17 years—by 1965, a great increase considering the high cost, and high prices and taxes, on English made cars and the relatively low

BC can't be beat for—

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YOU can set up your toughest standards for dispensing-pump gasoline hose—and meet them with Goodyear Style BC Gasoline Hose. First and foremost, it has a smooth bore that insures minimum friction with maximum discharge—keys to better, quicker delivery.

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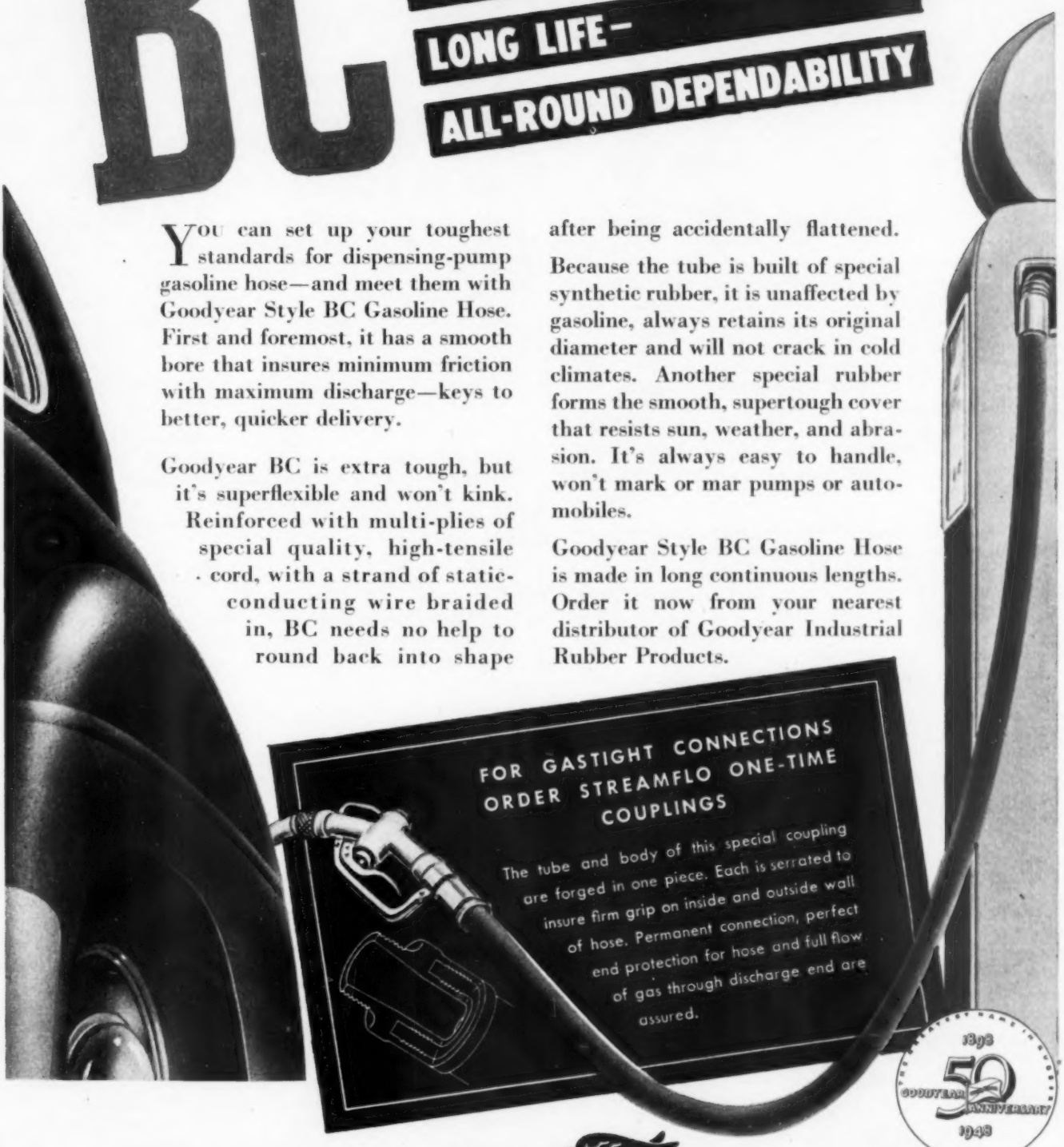
Goodyear Style BC Gasoline Hose is made in long continuous lengths. Order it now from your nearest distributor of Goodyear Industrial Rubber Products.


FOR GASTIGHT CONNECTIONS ORDER STREAMFLO ONE-TIME COUPLINGS
The tube and body of this special coupling are forged in one piece. Each is serrated to insure firm grip on inside and outside wall of hose. Permanent connection, perfect end protection for hose and full flow of gas through discharge end are assured.
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earnings and still high taxes of such a large number of its people. Because of the poor condition of the trucks (lorries) due to long wear during the war years, it is estimated that 100,000 new ones will be required each year and 10,000 new busses a year for the next three to four years to get the equipment on the road back to normal.

Also pushing the demand for petroleum products is the road program which calls for an expenditure of more than $2,000,000,000 in the next 10 years if business and the country's finances can be straightened out sufficiently in that time. To reduce transportation costs the government plans to crowd the construction of modern highways to cost an estimated $600,000 a mile. At present the U.K. has 186,000 miles of improved road of which more than 100,000 miles have bituminous surface.

The oil companies are also going in heavily for petrochemicals. In its last annual statement, released last month, the Anglo-Iranian Oil Co., Ltd., big operator in the Middle East with two refineries in England and a third building in conjunction with the Gulf Oil Corp., announced plans for construction of a $20,000,000 chemical plant alongside of its present Grangemouth refinery. The new plant will have a partner in the Distillers Co., and will be owned by the British Petroleum Chemicals Limited. The Manchester Oil Refinery is reported planning spending almost $15,000,000 for extension of its plant which is devoted almost entirely to petroleum specialties and chemicals. Shell also is planning more chemical work in connection with its large expansions in England.

One of the results of this chemical expansion from petroleum is the greater manufacture of detergents of which the U.K. is now extremely short. Even in the best hotels you are given a small cake of soap per person at the start of your stay. After that is gone you get along on your own or go without. The British oil companies hope to get their detergent output up to 325,000 tons, from a modest amount, by 1952-55 and up to 600,000 tons a year by 1960. They estimate that prewar consumption of soap the world over was 6,000,000 tons a year but that today there is a world shortage of fats for soap purposes of more than 4,000,000 tons. The probable world output of detergents from petroleum by 1960, the companies estimate, will be 2,000,000 tons and they are going to produce 25% of it.

Distribution Rehabilitation Being Held Up

The British companies are planning on complete overhauling and replacement of much of their distribution equipment, but putting that program into effect is difficult because permits must be obtained from the government for practically every piece of equipment, and then comes the difficulty of finding it in the U.K., where it can be bought with sterling, or finding the dollars to buy it in the U.S. No additions, other than those required by the war, have been made to this distribution equipment since 1939.

When the British Petroleum Board started in business in September 1939 and took over, by mutual agreement with the companies, all their equipment, the board received total physical distribution assets of $116,000,000 and $112,000,000 of working capital or a total of $228,000,000 of oil company assets and property. During the war additions were made by the companies of $18,000,000 while the board added between $160,000,000 and $180,000,000. As this last was mostly for war purposes, such as facilities for speeding up tankers, more berths, jetties, pipe lines, pumps, heating coils etc., mostly of doubtful peacetime value, most of this has been written off. The companies will get back and be charged with what they can use.

In terms of equipment the storage capacity has been increased from 45,600,000 bbls. in 1939 to 68,000,000 bbls. today, but some of this increase was obtained by switching other storage. Over-the-road tank trucks were increased slightly, though many were replaced, from 5,335 to 5,550. Railway tank cars were increased from 6,300 to 9,800 and water craft of different kinds from 31,400 tons carrying capacity to 35,300 tons carrying capacity.

Refinery Projects Already Announced

New and enlarged refinery projects in the United Kingdom so far announced are (see also map on front cover):

The Anglo-Iranian Oil Co., Ltd., will increase its refinery at **Llandarcy** from a normal capacity of 8,000 b/d to 70,000 b/d by the end of 1949. Even in 1947 this plant's operations had been stepped up to 10,000 b/d and this year it has been speeded up to 18,400 b/d average for the year.

The company's refinery at **Grangemouth** in Scotland with a normal capacity of 8,000 b/d is now being increased to 13,000 b/d, but will be enlarged in the next year or two to 35,000 b/d. This is in addition to the $20,000,000 which will be invested in an adjoining chemical plant in the next two years.

The Anglo-Iranian in partnership with the Gulf Oil Corp. of the U.S. is also planning a 90,000 b/d refinery at the **Isle of Grain** in Kent that will cost $120,000,000 and employ 2,500 men. This will run largely on crude oil produced by Kuwait Oil Co. in the Middle East, in which Gulf is a partner.

The Standard Oil Co. (New Jersey) through its Anglo-American Oil Co. will enlarge its refinery at **Fawley** from 17,000 b/d to 120,000 b/d at a cost of $80,000,000.

Shell has indicated plans for great enlargement of its refineries at **Stanlow** and **Shell Haven** (Thames Haven) from a present 30,000 b/d to some 120,000 b/d which, with an increase in the plant at **Heysham** to which it recently acquired full title from the government, would give it an ultimate capacity in England of 156,000 b/d. It was announced at the recent annual meeting of London & Thames Haven Oil Wharves, Ltd. that a deal was being completed to sell 635 acres to Shell at Thames Haven for $1,524,000 for the construction of a new refinery and that an agreement was being made with Shell for London & Thames Haven to provide some storage and handling facilities for 100 years.

The Manchester Oil Refinery's plant on the **Manchester** ship canal, which makes chemical and other petroleum specialties, will be increased from its present 5,000 b/d capacity to more than 20,000 b/d with the expenditure of some $15,000,000.

Caltex of the U.S. and its associated Regent Oil Co., Ltd., of London, is reported to be planning a large refinery for England whose products would be distributed in England and Eire by Regent, for which purpose Regent's distributing facilities will be greatly enlarged.

"Shrinkage Loss Down TO A NEGLIGIBLE PERCENTAGE"

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POST OFFICE BOX 23 TELEPHONE 4-0181

February 5, 1948

Mr. Staats Abrams
Neptune Meter Co.
30 Rockefeller Plaza
New York, New York

Dear Mr. Abrams:

You will recall that when I returned from the service, one of the first things we set about to correct was the shrinkage problem we have had ever since I have been with the company.

In 1945 our shrinkage amounted to one-half of 1%. This past year, having changed our entire system to Neptunes, we have brought our shrinkage loss down to a negligible percentage which our report shows as 0.0. The total amount lost, adding the total shrinkage of our twenty-two plants over the state, is only a little more than one (1) transport of gasoline.

In 1945 and 1946, we purchased a trailer and a test can and tested every meter in the state, on an average of once a month, in an attempt to keep the meters then employed, in adjustment. Since the change-over, we have only checked the meters once every six months because more often than that was not necessary.

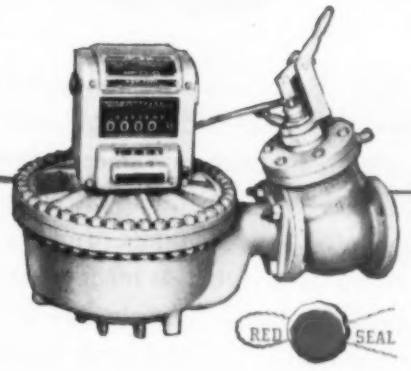
After some nine years of working with the problem, we are happy to say that your meter has corrected our shrinkage problem. We, of course, are well pleased and thank you for what you have done. You will, in the future, find us a 100% patron of Neptune.

Yours very truly,
William H. Fetter
WILLIAM H. FETTER, Mgr.
Petroleum Division

WHF:jb

since entire system was changed to

NEPTUNE RED SEAL METERS



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DEPENDABLE OPERATION
EFFICIENT SERVICE
LOW IN COST

Especially designed for refueling trucks, tractors and other farm equipment, the new Blackmer hand pump delivers a smooth flow of gasoline, diesel oil, kerosene or other fluids at easy turning speed. When mounted on skid tanks, underground storage tanks, drums or barrels this modern streamlined pump reduces waste and fire hazards due to leakage, spillage and evaporation. The Blackmer 210 is always ready for use, requires no priming, and handles suction lifts up to 20 feet without a foot valve. Ruggedly built of quality materials to give years of dependable service. A profit builder for every dealer. Write for details.

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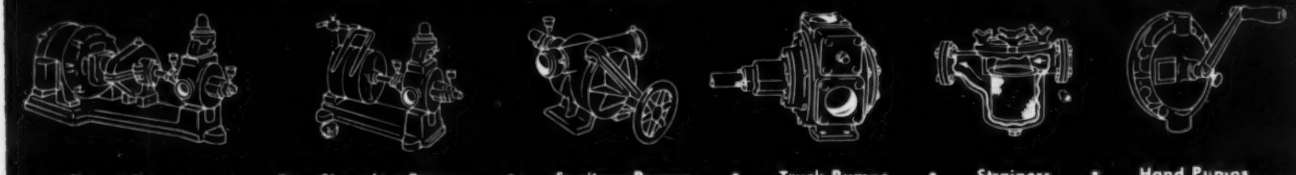
The Blackmer 210 is also ideal for many uses in Service Stations, Airports, Homes, Stores.

BLACKMER PUMPS *Self-Adjusting for Wear*



Power Pumps • Dry Cleaning Pumps • Sanitary Pumps • Truck Pumps • Strainers • Hand Pumps

Machines Cut Delivery, Operating Costs 40%

Drums of oil for shipment have been brought to the stake truck and are now being lifted by the power tailgate operated by Driver-Salesman William Reed, to truck bed level. Transfer from tailgate to bed is done manually

Marian C. Jones, assistant depot superintendent, records a product sale on the perpetual inventory record. Up-to-the-minute maintenance of this system pays dividends in complete material control

BIRMINGHAM, Ala.—By the aid of the right mechanical equipment a box car of drummed oil can be completely unloaded and stored in one hour by a three man crew at the Birmingham bulk plant of Shell Oil Co., Inc. Formerly, using a large amount of manual handling, it required six hours for a two-man crew to do the same job.

The two mechanical units responsible for this time saving are a roller conveyor which connects the railroad siding with the edge of the concrete apron of the warehouse, and a fork lift truck. With these should be listed a supply of pallets, those double faced wood platforms designed for use with fork lift trucks. In a merchandise warehouse they constitute, in effect, a series of sectional upper floors, each supported on the goods stored beneath.

Portable skate conveyers for unloading carton packed products are also credited with a saving in unloading time amounting to 60%.

The drum conveyer tracks are fixed to the apron edge so that drums are delivered at approximately pallet height. The upright drums need only be moved by hand, horizontally, far enough to spot four of them on a waiting pallet. Then the fork truck picks up the pallet with its load of four drums, moves them into the warehouse storage space, and stacks them as desired. The fork lift has sufficient capacity to power stack standard 55-gal. drums four high.

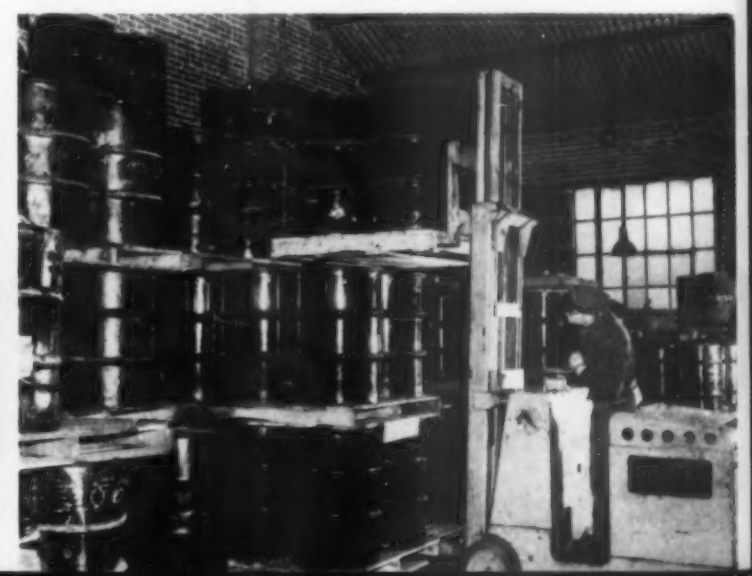
Besides saving in unloading time, W. H. Lockhart, superintendent, points out that there is greater ease and speed in handling merchandise orders, and it is possible to make better provision for peak delivery periods, because of greater flexibility of stock in storage. And since drums are stacked upright, the problem of leaking bungs is eliminated.

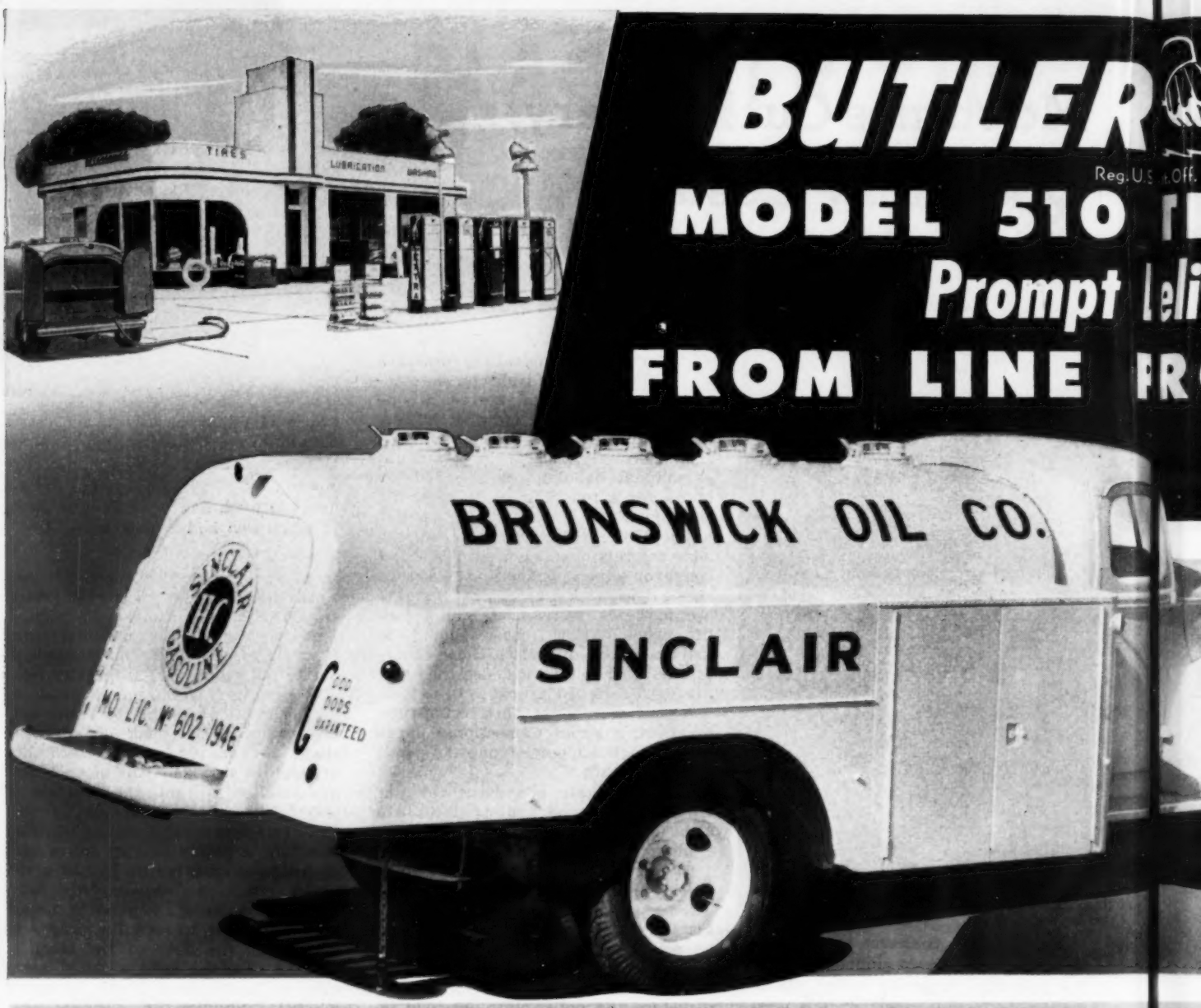
To complete mechanization of drum handling, a power tailgate takes care of lifting drums to the bed of a delivery truck, and again only horizontal movement by hand is necessary, this time to spot the drums as desired on the floor of the truck.

H. A. Logan, Shell district manager at Birmingham is able to report a 40% reduction in delivery cost and operating cost since the installation of the new handling equipment.

LEFT BELOW—A roller conveyor carries drummed products by gravity from boxcars to the fork truck. One man is required for moving drums from car to conveyor. Another shifts the drums to the pallet, four per pallet; the operator of the fork truck then guides the "forks" into the hollow space between the top and bottom of the pallet and lifts the pallet enough to provide clearance

RIGHT BELOW—In the warehouse, utilizing the fork truck lift, the operator carefully guides the pallet to its resting place where it forms the next tier in the stack of drums





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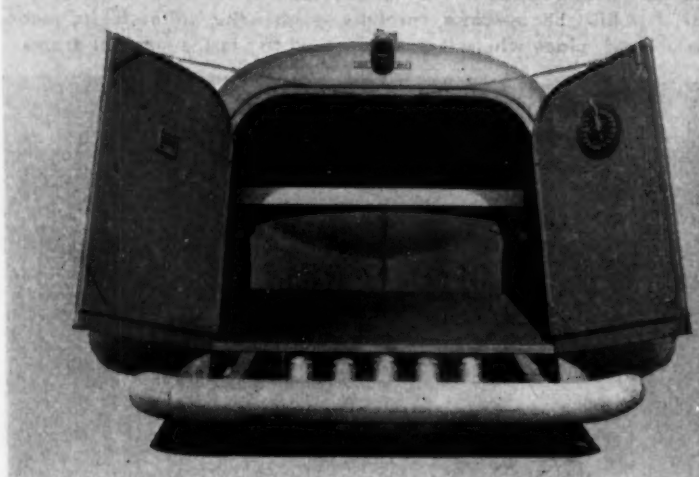
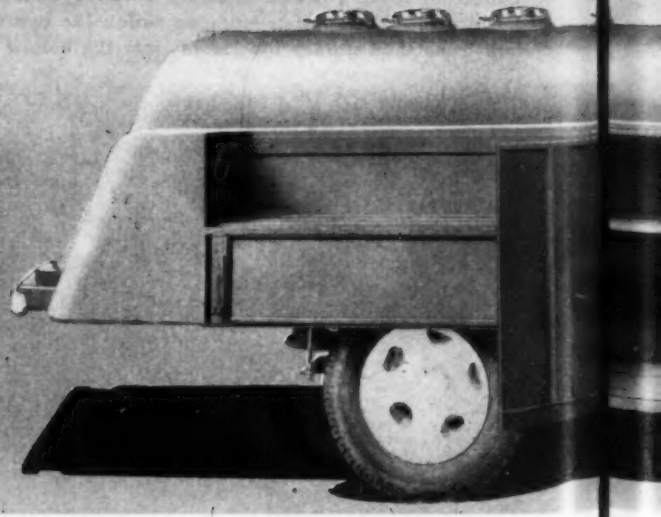
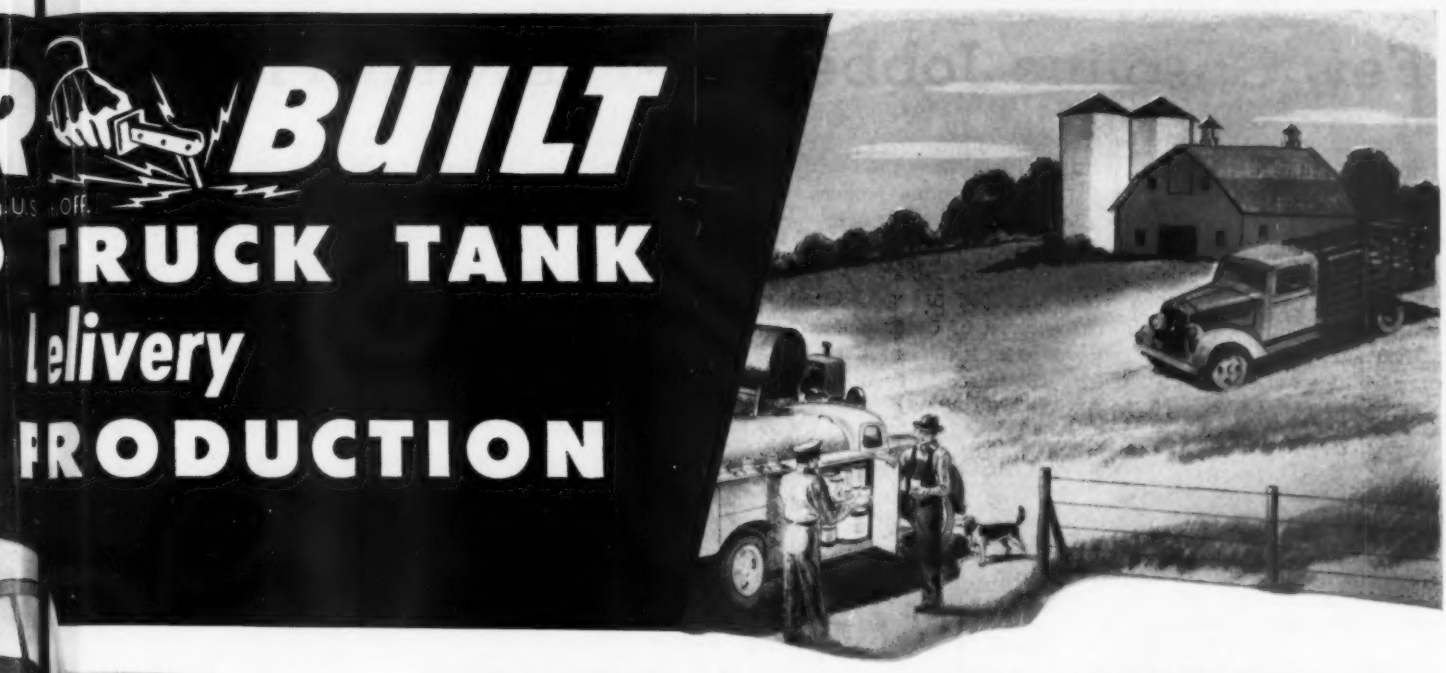
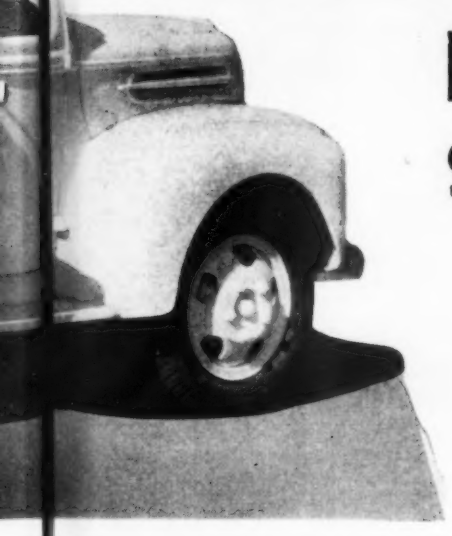
36 CUBIC FEET REAR + 25 CUBIC FEET ON EACH SI P

A TOTAL OF 86 CUBIC FEET OF CABINET SPACE FOR PA AG









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CITY..... STATE.....

Few Gasoline Jobbers By-Pass Bulk Plants

Slightly more than 88% of Independent gasoline distributors make deliveries to retail outlets through their own bulk plants generally, and 73% of gasoline jobbers use the bulk plant at all times and never make any deliveries to their accounts directly from refineries or suppliers' terminals, as shown in a nationwide survey by NATIONAL PETROLEUM NEWS which included 618 gasoline marketers in all 48 states and the District of Columbia.

The survey shows, on a national basis, that only 12% of gasoline jobbers make all deliveries directly from refineries or suppliers' terminals, and that only 15% of jobbers, who replied to the survey, say that the bulk plant is by-passed either entirely or some of the time.

Deliveries from the jobbers' bulk plants are favored most, replies indicate, in the Midwest regions both east and west of the Mississippi River where 81% and 76%, respectively, of gasoline distributors make all gasoline deliveries from their own bulk plants, and where, in addition, 8% and 12%, respectively, make part of gasoline deliveries from their bulk plants.

HOW GASOLINE MOVES TO RETAIL OUTLETS

Regions	Total Replies	Percent Always Using Bulk Plant	Percent Never Using Bulk Plant	Percent Using Bulk Plant Partly
New England (Connecticut, Maine, Massachusets, New Hampshire, Rhode Island, Vermont) TOTALS	28	57%	18%	25%
Other Northeast (Delaware, D. C., Maryland, New Jersey, New York, Pennsylvania, West Virginia, Virginia) TOTALS	122	72%	16%	12%
Southeast (Florida, Georgia, North and South Carolina) TOTALS	65	62%	15%	23%
Midwest—East of Miss. R.—(Illinois, Indiana, Kentucky, Michigan, Ohio, Tennessee, Wisconsin) TOTALS	177	81%	11%	8%
Midwest—West of Miss. R.—(Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma, North and South Dakota) TOTALS	136	76%	12%	12%
Southcentral (Alabama, Arkansas, Louisiana, Mississippi, Texas, New Mexico) TOTALS	57	67%	6%	27%
Rocky Mountain (Colorado, Idaho, Montana, Utah, Wyoming) TOTALS	18	72%	11%	17%
Western (Arizona, California, Nevada, Oregon, Washington) TOTALS	15	53%	14%	33%
TOTAL U. S.	618	73%	12%	15%

JOBBERS BY-PASSING BULK PLANTS, WHOLLY OR IN PART

Regions	Size Towns Marketed In*						
	Over 1,000,000	500,000 to 1,000,000	100,000 to 500,000	50,000 to 100,000	25,000 to 50,000	10,000 to 25,000	Under 10,000
New England, (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont)	5%	5%	14%	14%	9%	22%	31%
Other Northeast (Delaware, D.C., Maryland, New Jersey, New York, Pennsylvania, West Virgina, Virgina)	7%	4%	9%	9%	11%	20%	40%
Southeast (Florida, Georgia, North and South Carolina)	0	3%	32%	23%	10%	10%	22%
Midwest—East of Miss. R.—(Illinois Indiana, Kentucky, Michigan, Ohio, Tennessee, Wisconsin)	4%	4%	18%	14%	12%	21%	27%
Midwest—West of Miss. R. (Illinois, Kansas, Minnesota, Missouri, Nebraska, Oklahoma, North and South Dakota)	6%	7%	11%	4%	13%	15%	44%
Southcentral (Alabama, Arkansas, Louisiana, Mississippi, Texas, New Mexico)	0	0	19%	11%	22%	18%	30%
Rocky Mountain (Colorado, Utah, Idaho, Montana, Wyoming)	0	0	0	0	0	25%	75%
Western (Arizona, California, Nevada, Oregon, Washington)	0	0	19%	0	9%	27%	45%
TOTAL U. S.	4%	4%	16%	11%	12%	19%	34%

* Figures in above table show percentage of jobbers who market at least partly in size towns shown. Most jobbers indicate that they operate in various-sized towns.

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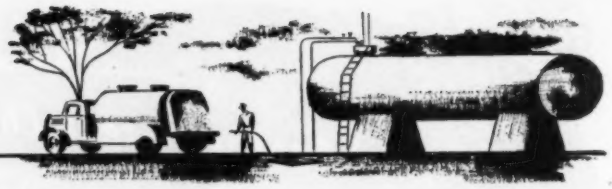

NPC Group Forecasts Enough LP-Gas In '48-49 Except for Seasonal Peaks

The National Petroleum Council's Committee on Liquefied Petroleum Gas has issued a report on a study of LP-gas production, demand and transportation.

The study was made by three subcommittees and the conclusions and recommendations were arrived at from the reports of these groups. The scope of the LP-gas report is broad and includes many estimates on future operations, together with recommendations and conclusions on how some of the problems can be solved.

Text of the report is reproduced herewith.

The Committee on Liquefied Petroleum Gas, appointed by the National Petroleum Council "to study the liquefied petroleum gas situation, including a study of production and transportation facilities," herewith submits to the council its report and recommendations.

The scope of the assignment was so broad, and in some respects would require such a large amount of original research because of scarcity of dependable data, that it was deemed advisable to divide the committee membership into three subcommittees, each to handle a specific assignment.

One subcommittee was named to study production, another demand and the third transportation.

This committee report accordingly not only embodies the three subcommittee reports but also a correlation of their data.

The fact became very apparent as the committee proceeded with its work that conditions within and affecting the liquefied petroleum gas industry have been and are continuing to change with such rapidity that any conclusions reached and recommendations made would have to be subject to numerous qualifications.

For example, the Production Subcommittee could determine with reasonable accuracy the total capacity of new and expanded facilities under way or planned by the natural gasoline and cycling plant operators, but it could not, because of the steel and labor situations and other factors, predict with any degree of accuracy just when or in what order those facilities would begin manufacturing liquefied petroleum gases.

This subcommittee could not, therefore, estimate production for 1948 or 1949 on either a daily average or a total-for-the-year basis. It had to confine its estimates to the volumes the new and expanded facilities are expected to be producing *at an annual rate by the end of each of the years* 1948 *and* 1949.

This subcommittee also had to give serious consideration to the potential increase in liquefied refinery gases as a result of the current refinery improvement and expansion program.

While the committee obtained estimates of increased production from refineries representing 63.3% of the cracking capacity and 54.3% of the crude capacity of the U. S., it was unable to obtain estimates from a few large refineries known to be making and selling large quanities of liquefied refinery gases. Neither was the committee able to obtain estimates of increased production from many small refineries which either increase production or in which additional equipment for the production of liquefied refinery gases may be installed in the near future. This unreported potential production, therefore, becomes an unknown factor in the determination of total production.

The committee feels, therefore, that it can go no further than to state

Warren Building Four Large LP-Gas Terminals To Provide Products for Peak Seasonal Demand

NPN News Bureau

TULSA—Warren Petroleum Corp. has started construction of four large LP-gas storage terminals with total capacity of 4,800,000 gals. in its marketing territory. This building program is part of company's plans to conserve seasonal excess production for periods when current output is inadequate to meet peak demand. Warren expects to start construction of one or more terminals later this year after sites are selected.

New terminal locations are: Mobile, Ala., 1,800,000 gals.; Little Rock, Ark., 1,440,000 gals.; Des Moines, Ia., 960,000 gals.; Cedar Rapids, Ia., 600,000 gals. The Little Rock terminal is expected to be in operation by Sept. 1 and the others before the usual winter peak demand period. A total of 160 high pressure tanks of 30,000 gals. each were installed at the terminals. The first terminal was started in June.

In commenting on the economic factors leading to Warren's terminal expansion program, G. L. Brennan, general manager of the company's LP-gas division explained:

"Only by conserving every gallon possible of excess production in the future can we hope to cushion the impact of peak demand periods when current production invariably becomes inadequate. These terminals are one producer's share of the storage that the entire industry—producers, distributors and consumers—need and must have if we are to wipe out our seasonal periods of feast and famine." (This agrees with the findings of NPC's LP-gas committee, see other story on this page —Ed.)

Mr. Brennan said each terminal will be operated for the benefit of all of Warren's distributors in the territory which can be supplied from it.

Company says the new terminals will utilize transportation facilities more efficiently and provide better service to customers. Warren will have 12,500,000 gals. of LP-gas storage when the new units are completed, plus several million gallons of storage at its manufacturing plants.

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that, on the basis of the information at hand, the minimum estimated total production *at the end of* 1948 *and at the end of* 1949 will be at a rate which will amount to an annual production total as reported by the subcommittee.

In other words, the total production figures must not be construed as being the committee's estimate of total production that actually will be realized in each of the two years under consideration.

Similar Problems on Demand

The Demand Subcommittee was faced with much the same problems, and it will be noted that its report contains numerous qualifications.

This subcommittee also realized that, due to the uncertainty with reference to motor fuel demand and production; the effect of enlarged and new refining facilities on the requirements of liquefied petroleum gas; the enlargement of existing facilities or the installation of new facilities which would make some refineries more self-sufficient with respect to requirements of these light hydrocarbons, and many other unpredictable factors, it would be almost impossible to determine or estimate with any reasonable degree of accuracy the volume of liquefied petroleum gas that would be required by refineries in the United States during 1948 and 1949. The subcommittee accordingly excluded refinery requirements from its estimates of demand.

This committee accordingly approached that problem by comparing shipments to refineries for 1946 and 1947, as reported by the Bureau of Mines. This report indicated that shipments in the latter year were 7% higher than in the previous year. By using 7% as an arbitrary annual increase factor for 1948 and 1949, the committee arrived at what it belives is a conservative estimate of liquefied petroleum gas requirements by refineries for those two years, namely, 436,002,000 gals. in 1948 and 466,720,000 gals. in 1949. The committee has added these totals to the Demand Subcommittee's estimated totals.

Figures Indicate Adequate Supply

Tying the reports of the Production and Demand Subcommittees together —keeping in mind the qualifications already stated—produces the following table:

	(Gallons) 1948	1949
Production (annual rate at end of year)	3,263,881,600	3,771,886,600
Demand	3,194,102,000	3,755,220,000
Surplus on Annual Basis	69,780,000	16,667,000
Indicated Daily Average surplus at end of year	193,800	46,100

On the face, these figures indicate there is going to be sufficient liquefied petroleum gas produced in 1948 and 1949 to take care of demand.

For this reason the committee reemphasizes the qualifications previously made with reference to the production and demand figures, and, keeping those qualifications definitely in mind, has concluded that:

1. Production of liquefied petroleum gas by the end of both 1948 and 1949 will be at a rate which, on an annual basis, is likely to be ahead of annual demand but which, in seasonal periods of peak consumption in each of those two years, may not be at a current rate sufficient to meet the total current demand.

2. Tank car production for 1948 and 1949 should result in an adequate number of cars to meet requirements.

Production of liquefied petroleum gas at manufacturing points is a continuous and fairly constant volume operation. It cannot be increased or decreased to coincide with current demand.

Excess production in period of light demand, therefore, must be irrecoverably lost, or stored for future use.

Must Provide Industry Cushion

In years past when current production was sufficient to supply the current demand, even in periods of peak consumption, expensive and large scale pressure storage was not considered an economic necessity.

Now that annual demand is creeping so close to annual production, the committee is strongly of the opinion that only by saving excess production in periods of light demand can the industry cushion itself against those seasonal periods when demand on a current basis far outstrips current production.

The committee accordingly recommends to the industry—both manufacturers and distributors—that it proceed with a storage program designed to save for ultimate utilization the maximum volume of liquefied petroleum gas produced anually. This committee believes storage capacity not only should be increased at manufacturing plants and bulk plants of distributors, but also should be established at strategic points for short-haul distribution in order to obtain the maxium utilization of transportation equipment throughout the year. Particularly should distributors and consumers whose distribution or use is of a highly seasonal nature install ample storage to provide for their excess requirements during peak demand periods.

Stresses Need for Larger Tanks

The committee also recommends that distributors and equipment suppliers minimize the sale of tanks to consumers of a size which is insufficient to handle a peak load without refilling for at least 90 days, also to make every effort to convince consumers having insufficient storage capacity either to install larger or additional tanks.

The committee strongly recommends to potential consumers that they do not purchase and have installed any new equipment for utilization of liquefied petroleum gas unless they first can make firm contract with some reputable distributor for their entire fuel requirements.

Report of Production Subcommittee

From the U. S. Bureau of Mines Report NGR-156, the liquefied petroleum gas production of 1946 as compared with 1947 is shown in the following tabulation:

	(Gallons) 1947	1946
Commercial propane-butane mixture	477,711,000	420,521,000
Normal butane	442,533,000	339,532,000
Propane	556,803,000	327,163,000
Other LPG Mixture	166,025,000	121,879,000
Iso-Butane	206,184,000	164,015,000
Iso-Pentane	40,268,000	36,235,000
Total	1,889,524,000	1,409,345,000
Liquefied refinery gases produced for fuel and chemical purposes	784,140,000	705,642,000
Total	2,673,644,000	2,114,987,000
Increase	558,677,000=	26.4%

It will be noted that in 1947, LPG production increased 26.4% with a total production of approximately 2,673,664,000 gals., as compared with 2,114,987,000 gals. in 1946, or an increase of 558,677,000 gals.

Works With Steel Committee

In order to estimate the quantity of production to be expected in 1948 and 1949, this subcommittee worked with the Production Subcommittee of the National Petroleum Council's Steel Requirements Committee, and questionnaires were circulated to determine the number and size of natural gasoline and cycling plants that are either now under construction or authorized and planned through Sept. 31, 1949. A summary of the data obtained from these questionnaires (see summary table on p. 40) indicates that 57 new projects are under consideration in 10 states. The two plants under construction in Pennsylvania and California did not report the volume of production, but for those reported it is shown that annual capacity for LPG is being installed as follows:

Butane	353,800,000 gals. per year
Propane	333,547,000
LPG	425,492,000
	1,112,847,000 gals. per year

It is estimated that approximately 60% of this capacity will be installed in 1948, making an increased production capacity of 667,708,200 gals. by the end of the year. Assuming that this capacity is operated at 80% of its designed capacity, it is estimated

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Faster flow—No permanent kinks to restrict gas flow to the customer's tank. Gasoline-proof tube won't swell —retains full diameter and capacity. Smooth bore and finish of tube eliminate flow resistance. Permalock coupling permanently locks hose wall and coupling without reducing flow capacity—delivers all the gas your hose can carry.

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Stronger, longer-lasting—Because it doesn't have to be pounded out of permanent kink, no weak spots develop from hammering the wall. Coupling permanently locks hose wall and coupling, prevents leaks that damage rubber 'round the coupling connection, where ordinary hose first breaks. No amount of normal flexing will pinch or collapse it. A tough, abrasion-resistant cover resists oil and sunlight.

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Equip your stations with this better B. F. Goodrich pump hose—see how much faster you can service cars, handle hose, and how its good looks *last*. See your local distributor or write: *The B. F. Goodrich Company, Industrial Products Division, Akron, Ohio.*

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TABLE 4—Summary by States
(Barrels Per Day)

State	No. of Plants	Butane	Propane	L.P.G.	Total	Gasoline & Heavier	Grand Total	Per Cent
California	1	*	*	*	*	*	*	*
Colorado	1	400	300	....	700	1,300	2,000	1.24
Kansas	2	1,120	1,200	....	2,320	1,520	3,840	2.38
Louisiana	7	3,071	2,700	4,833	10,604	8,679	19,283	11.95
Mississippi	1	160	120	....	280	520	800	.50
New Mexico	4	....	....	2,607	2,607	2,250	4,857	3.01
Oklahoma	2	200	150	....	350	750	1,100	.68
Pennsylvania	1	*	*	*	*	*	*	*
Texas	37	18,259	17,176	20,701	56,136	72,107	128,243	79.45
Wyoming	1	280	410	....	690	590	1,280	.79
Total	57	23,490	22,056	28,141	73,687	87,716	161,403	100.00
Per Cent		14.55	13.67	17.43	45.65	54.35	100.00	

NOTE: * Not Reported

that additional production at the rate of 534,159,000 gals. annually will result by the end of 1948, and that by the end of 1949 the production will be up another 445,132,800 gals.

These figures indicate that *by the end* of 1948, production of LP-gases from natural gasoline and cycling plants is likely to be at the rate of 2,423,690,000 gals. *on an annual basis,* while production on the same basis is likely to be in the order of 2,868,823,000 gals. by the end of 1949. These 1948 and 1949 figures represent increases over 1947 production of 28% and 51% respectively, with the increase of 1949 over 1948 amounting to 18%.

The Bureau of Mines report indicated liquefied refinery gases produced for fuel and chemical purposes, i. e., production available for use outside the plants, amounted to 784,140,000 in 1947, or approximately 29% of total production.

Wires Sent to Refiners

Telegraphic questionnaires accordingly were sent to refiners representing 79% of the cracking capacity and 70% of the crude capacity of the United States, requesting them to estimate the volume of new production of propane and butane which would be available from refinery sources for sale for fuel and chemical purposes during each of the years 1948 and 1949 over and above 1947.

Four companies known to be distributing sizeable quantities of liquefied refinery gases in the domestic market failed to reply. Answers were received, however, from refineries representing 63.3% of the cracking capacity and 54.3% of the crude capacity of the United States refineries as reported by the the *Oil and Gas Journal,* issue of April 1, 1948. The committee estimates, however, that these replies cover 80% to 90% of the potential production of liquefied refinery gases available for fuel and chemical purposes.

Totals obtained from these questionnaires are as follows:

Estimated Increase in Production

	1948-Over 1947	1949 Over 1948
Propane		
Total Gals.	25,896,600	44,130,000
Butane		
Total Gals.	3,974,000	16,172,000
Total*		
Total Gals.	55,058,600	63,872,000
Daily Average Production (gallons).	153,200	177,400

* (These totals are higher than the sum of the propane and butane totals due to the fact that some refiners reported total new production without segregating it.)

On the basis of these replies we can assume that the sum of the totals

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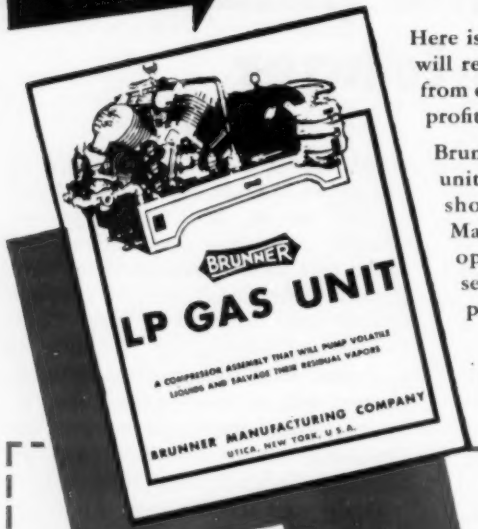
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above plus the 1947 production reported by the Bureau of Mines represents the minimum volume of LPG from refinery sources as shown in the following table:

1948	
1947 Production	784,140,000 Gal.
Total Increase 1948	55,058,600
Est. total liquefied refinery gas for fuel & chemical purposes	839,198,600 Gal.
1949	
1947 Production	784,140,000 Gal.
Total Increase 1948	55,058,600
Total Increase 1949	63,872,000

From these data, it is indicated that, on an annual basis, the minimum total production* of liquefied petroleum gas by the end of the years 1948 and 1949 will be at the following rate:

	1948	1949
1947 Production (other than refineries)	1,889,524,000	1,889,524,000
New Production (other than refineries)	534,159,000	979,292,000
Refineries	839,198,600	903,070,600
	3,263,881,600	3,771,886,600
% Change over 1947	22%	41%
% Change over 1948		15%

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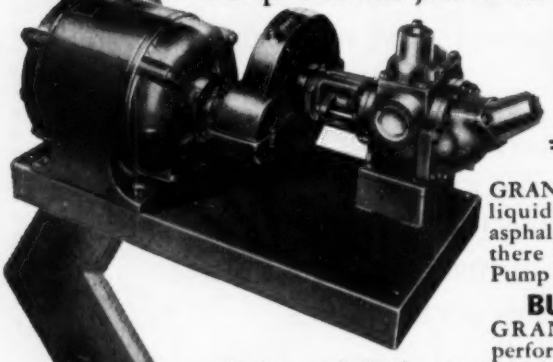

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GRANCO PUMPS give unexcelled performance in Bulk Plant or Transfer Station work. High vacuum, high lift. Never need priming at start or finish of loading operations. No "bleeder" lines. Reversible action and four ports fit pump to any pipe hook-up. At left, Model DEES—90 GPM Pump with gear drive in oil-tight housing.

HERE'S WHY GRANCO PUMPS ARE BETTER!

The exclusive, patented ball and squeeze action of the GRANCO spherical rotor—only moving part—provides direct positive expulsion from pump chamber into line of flow. Quiet, friction-free, no contact between rotor and housing—for better performance, longer wear. No gears, blades, scoops, valves or dragging parts.

See your distributor, or write for full particulars. Sales and Service "at your service" throughout the nation.

Granco

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Also makers of Granco Rotary Positive Displacement Meters

Report of Demand Subcommittee

On Feb. 5, 1948, the National Petroleum Council appointed a committee to study the liquefied petroleum gas situation, including production and transportation facilities. Three subcommittees were appointed to make a study of production, transportation, and demand. The Demand Subcommittee was instructed to "make a study of all possible phases pertaining to domestic and industrial demand currently, as well as the potential increase in demand in the foreseeable future."

The Demand Subcommittee submits its report herewith:

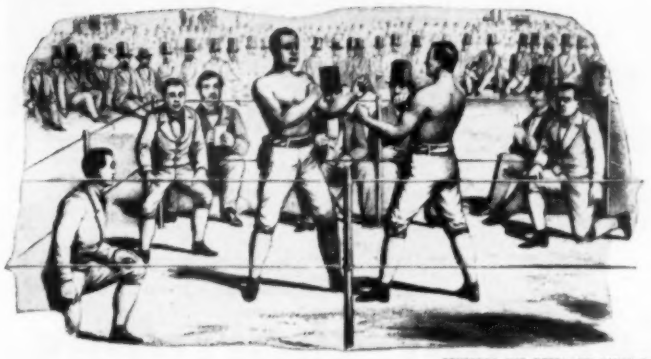
SOURCES: 1. A subcommittee of the Marketing Division of the National Petroleum Council, under the chairmanship of K. W. Rugh, assigned the task of determining the forecastable steel requirements of the liquefied petroleum gas industry, met one day prior to our initial meeting, which was Feb. 25. This subcommittee was composed of the best informed personnel of the industry, producing and marketing, at all levels. Since the group included about 20 representatives, drawn from every geographic section of the country, we feel that the estimates resulting from the meeting of this subcommittee are well within limits of allowable error.

Although our subcommittee does not wish to plagiarize nor precede the report of Mr. Rugh's subcommittee on Steel Requirements, we recognize that the conclusions reached in reference to the steel requirements were necessarily based on the same information as to forecastable gallonage of demand that it is the function of our committee to investigate. It was the considered opinion of our subcommittee that a cross-section of well-informed individuals in the industry could prognosticate, from their comprehensive knowledge of the various factors involved, within acceptable limits of accuracy, and with as high a degree of reliability as could be attained by detailed and laborious calculation, in which errors are often multiplied and extended. Therefore, in order to avoid duplication and confusion, our subcommittee has utilized the estimates of Mr. Rugh's committee with reference to gallonage forecasts for the industrial, chemical manufacturing, utility and gas manufacturing, and synthetic rubber production requirements.

SOURCES: 2. With reference to domestic demand our subcommittee

"Prove it, mister!"

Hard-hitting facts for truckers who like it straight from the shoulder



COURTESY THE BETTMANN ARCHIVE

EXACTLY what is there about Reo trucks that makes fleet owners, operators, drivers and mechanics go to bat for them at the buzz of a starter?

Is it Reo More-Load design? This exclusive Reo feature cuts inches off the wheelbase—gives a *full payload in a more compact unit.*

Perhaps it's the *ease of maneuverability* of a More-Load design Reo truck that makes users swell with pride—and profits.

Then again, Reo drivers might be chesty just from the sheer pleasure of handling a responsive, easy-to-steer Reo truck. Reo's close, tight, turning radius is made to order for tough city driving and any kind of highway hauling.

Better consider the twinkle in the mechanic's eye. Likely it's a gleam of goodwill toward Reo for making his service and maintenance job easier. Remember Reo's exclusive cowl-hinged hood? That feature makes the Reo Gold Crown Engine more accessible. It's easier to get to and work on.

The pride of possession Reo owners show could well come from *any* of Reo's superior features. For instance, look at Reo's tough, chrome-molybdenum iron block, dual-primary brakes, Tocco (electric) hardened crankshaft, 7 main bearings, and extra-gauge steel rail frame.

These extra-quality features are all yours in Reo trucks. It means you pay less because you get more value.

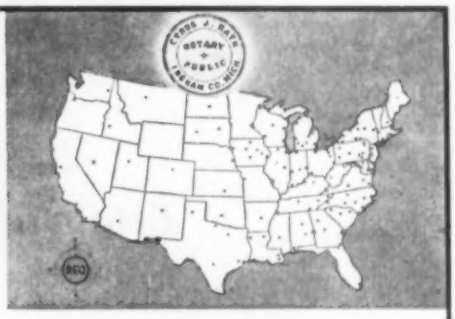
REO MOTORS, INC., LANSING 20, MICH.

Sharp-eyed, hard-fisted truck men want proof!

Reo offers you undeniable, incontestable proof. Signed and sealed by State Authorized Notary Publics.

Notarized Proof! Drivers who won all first and second place awards drove Reo trucks in the American Trucking Associations' National Truck Roadeo. And 22 State Roadeo winners also won with Reo trucks.

Notarized Proof! A medium-duty Reo hauled 10,000 lbs. of furniture from New York City to Los Angeles in *93 hours* to set a transcontinental record. Trip was timed by American Trucking Associations officials.



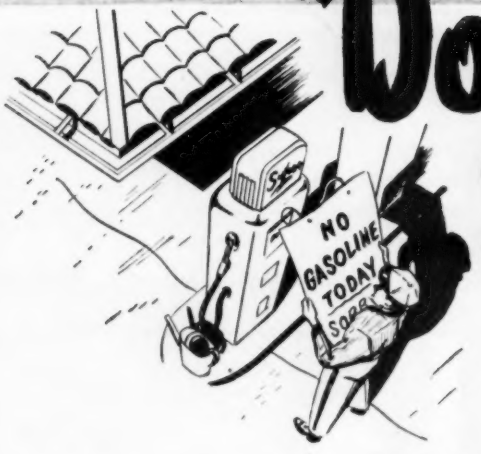
Notarized Proof! Hundreds of Reo dealers throughout the U. S. are ready to serve you with skillfully trained mechanics using genuine Reo parts . . . as are the many Reo Distributors and Factory Branches shown on the map above.

Notarized Proof! A Chicago garage serviced major Reo units in 20% less average time than required on competing trucks. *(Copies of complete affidavits available on request.)*

See your REO dealer before you order any truck

REO

TRUCKS AND BUSES



Don't let spot shortages Spoil your gasoline Business!

Use Heil Trailerized Tanks to maintain thorough distribution, fast deliveries — and a profitable volume

The Department of Interior says that gasoline supplies for this summer look pretty good. But it goes on to say that there will be brief spot shortages due to inadequate transportation and distribution.

These shortages needn't occur in your territory. You can stop them with Heil Trailerized Tanks.

One Heil Trailerized Tank can do the work of 11 railroad tank cars. The Liquid Transport Dept. of O.D.T. states that one transport tank and truck can do the work of 11 railroad tank cars on hauls up to 100 miles. This means better distribution, faster deliveries.

Three out of every four orders for Heil Trailerized Tanks are repeat orders from satisfied customers. This proves that you, too, can count on Heil Trailerized units to give you more mileage, lower fuel costs, greater safety, less trouble.

Don't let your customers run short of gasoline. Maintain the good will you have built over these many years. Improve your distribution with Heil Trailerized Tanks.

Place your order now with your Heil distributor. We have Trailerized units in stock in various sizes to comply with the road laws of many states. Write us for latest literature.

T-230

THE HEIL CO.

GENERAL OFFICES • MILWAUKEE 1, WIS.

has found it possible to verify from independent sources the estimates of the Steel Requirements Subcommittee. In our analysis, we have made reference to the data complied by the U. S. Department of Commerce Librarian, New York City; the U. S. Department of Labor Statistics Department; *Gas Age* issue of Feb. 19, 1948; report of G. A. M. A. based on G. A. M. A. records; A. G. A. records; U. S. Census Bureau, Electrical Merchandising; *Fuel Oil and Oil Heat*.

We believe that we have carefully verified, by several methods, the conclusions reached by Mr. Rugh's subcommittee as to the forecastable demand in the domestic field.

Report of Transportation Subcommittee

Based on a reported production of Liquefied Petroleum Gas, for all uses, of 2,673,644,000 gals. for the year 1947, it was estimated with reasonable accuracy, that the LPG tank cars available to the petroleum industry in 1947, including modified cars, Class 104-A cars, Class 105-A-300 and Class 105-A-400, moved about 50% of the production, or 1,336,664,000 gals. It is assumed that the balance, or the other 50%, either moved by pipe line, by tank trucks, by water, or in containers, or was disposed of in some other manner.

Based on an estimated production of 3,263,881,600 gals. for 1948, or an increase of 590,217,600 gals. over 1947, it is estimated that if this entire increased production were to be moved in tank cars, 2,676 additional cars would be required. If 75% of the increased production moved by tank cars then 2,007 additional tank cars would be required. If 50% of the increased production were to move in tank cars then 1,338 additional tank cars would be required.

According to the information available to your committee there were available to the petroleum industry for LPG on January 1, 1948, including all the types referred to above, a total number of 6,571 cars.

Forecast 3,000 New Cars in 1948

The figures of the car builders for new cars delivered since Jan. 1, 1948, reveal that for the four months 973 cars were actually constructed and delivered, or an average of 243 cars per month. From the best estimates available it is expected that for the remaining eight months an average of not less than 250 cars per month will be constructed, or a total of approximately 3,000 new cars for the year 1948.

It, therefore, appears that the tank car production for 1948 is more than adequate to meet the increased production of LPG.

As previously indicated, modified cars are included in the LPG tank car equipment available. As will be recollected, these modified cars (1,194 still in service) were constructed as a war emergency and their efficiency is deteriorating rapidly and these cars will eventually have to be retired from the LPG service. This factor must be taken into consideration in future tank car construction. It is estimated that the backlog of orders for new LPG cars remaining on the books of the car builders, as of December 31, 1948, will be sufficient to retire if not all, then at least a large portion of these cars from LPG service in 1949.

Other Requirements Studied

The transportation requirements by water, pipe line, and highway were also considered and it was concluded that these transportation facilities would be developed principally on economic grounds. No estimates as to facilities required will be submitted, although it was indicated that 24 tank trucks would need to be constructed during 1948 and 1949.

It is, of course, important at this point to recognize that if any of the present or anticipated rail transportation is diverted to these other transportation agencies, or if the distances travelled are shorter, then a temporary surplus of tank cars may develop, unless of course the production and the demand for LPG increases to take up the slack.

Economic Losses Feared

It is apparent to your committee in the study before it that unless adequate storage is provided in the field of consumption for the surplus production of LPG in the late spring and until early fall, economic losses will occur either by a loss of material or a loss of transportation efficiency, or both.

It was also the opinion of your committee that many delays to tank cars at points of loading and points of unloading can be corrected and thereby increase the efficiency of the present equipment.

The estimated production of 1949 is 3,771,886,600 gals. or an increase over 1948 of 508,005,000 gals. If this increase goes 100% by tank car, 2,304 cars will be required; if 75%, 1,728 cars; if 50%, 1,152 cars. Sufficient old unfilled orders on the books of the car builders plus new orders placed this year should result in an adequate number of cars being produced in 1949 to meet 1949 requirements.

Of course, it will be appreciated that the foregoing analysis represents estimated consolidated needs of the industry on a national scale without regard to the tank car situation as it affects the individual companies. In the competitive economy in which the petroleum industry operates, tank car construction must be continued until each member of the industry has had made available to it the tank cars needed for the development of its individual business and on the most favorable conditions obtainable.

NPC's LP-Gas Committee

Following are members of National Petroleum Council's LP-gas committee:

W. K. Warren (chairman), Warren Petroleum Corp., Tulsa, Okla.

Production Subcommittee

C. R. Williams (chairman), Natural Gasoline Assn., Corpus Christi, Tex.
J. W. Vaiden, Skelly Oil Co., Tulsa, Okla.
J. M. Gardiner, Republic Oil Refining Co., Pittsburgh, Pa.
H. T. Goss, Arkansas Fuel Oil Co., Shreveport, La.
Charles S. Jones, Richfield Oil Corp., Los Angeles, Calif.
L.L. Tonkin, Hope Natural Gas Co., Clarksburg, W. Va.

Demand Subcommittee

Louis Abramson, Jr., (chairman), Petrolane Gas Co., New Orleans, La.
Howard D. White, Liquefied Petroleum Gas Assn., Chicago, Ill.
H. K. Strickler, The Protane Corp., Erie, Pa.
R. S. Mitchell, Shell Oil Co., New York, N. Y.
C. M. Ambrose, Liquefied Gas Corporation, Seattle, Wash.

Transportation Subcommittee

B. C. Graves (chairman), Union Tank Car Co., Chicago, Ill.
C. F. Dowd, Tidewater Associated Oil Co., New York, N. Y.
C. R. Musgrave, Phillips Petroleum Co., Bartlesville, Okla.
R. J. Walshe, The Texas Co., New York, N. Y.

Meeting, Trade Show Set

NPN News Bureau

CHICAGO—The 1949 annual convention and trade show of the Liquefied Petroleum Gas Assn. will be held in the Palmer House at Chicago May 9, 10 and 11, the association's board of directors decided.

In contrast to this year's meeting in Sacramento, Calif., the general public will not be admitted to the trade show next year, according to Howard White, executive vice president.

Mr. White explained that next year all phases of the convention—meetings, exhibits and personal accommodations—will be under one roof at the Palmer House.

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NO PUMP HOUSE NEEDED WITH THE NEW VIKING UNDERWRITER'S APPROVED TWIN UNIT

APPROVED FOR INSIDE OR OUTSIDE INSTALLATION

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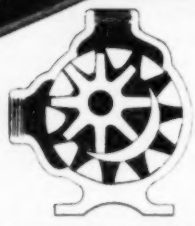

STUDY THE VIKING PRINCIPLE

The amount of liquid pumped per minute varies in direct proportion to revolutions per minute of the pump shaft. Note the famous Viking gear-within-a-gear. Suction and discharge are positive. As teeth mesh, liquid is forced out.

The new Viking L161 twin unit pump for bulk stations is ready to handle two similar petroleum products. Pumps may be operated separately or in unison. Underwriter's approved for either outside or inside installation, the new unit can be located outdoors without a pump house, or installed safely inside. It's quiet . . . all working parts are enclosed and gears run in oil. It's fast . . . each pump will deliver 100 gallons per minute of any light petroleum product. It's ideal . . . for the most modern plant or a rail-side installation.

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VIKING PUMP COMPANY
Cedar Falls, Iowa

Oil Markets

J. P. Mosher, Jr., Market Editor, NPN and Platt's OILGRAM Price Service, 50 West 50th St., New York (20), COLumbus 5-1696 Other OILGRAM News Bureaus: Cleveland (13), 1213 West 3rd St., CHerry 7672 • Chicago (5), 59 East Van Buren St., HARrison 5901 • Tulsa (3), 901 World Building, 3-7132 • Washington (4), 1046 National Press Building, NAtional 3477 • Houston (2), 320 First National Bank Bldg., Atwood 8-0413.

Product Availability Continues to Increase With Fuel Stocks Reported Near Capacity Levels

Reports from the principal marketing sections of the nation the past week indicated supplies of gasoline were abundant for August and the fuel oil stocks had risen to the point where it was a problem for some refiners and marketers to store them. Marketers pointed to increased offerings and buyers' resistance to "premiums." The seller's market for oil, though still in force, was less pronounced, they declared.

"Long" spots in the nation's supply pattern included heating oils along the Atlantic Seaboard and No. 6 fuel in all areas. South Texas and Penna.-grade lube sales were reported slow in relation to the high level of supply. In the Southwest, spot demand for gasoline was said to have dropped off considerably.

Except for further decline in No. 6 fuel prices in Oklahoma, there were no important price developments during the week.

The high level of supplies and the limitations of storage tended to curtail open market trading, according to suppliers' reports. One cargo of bunker "C" fuel changed hands at the Gulf "at the market, date of shipment." As for gasoline, jobbers and distributors for the most part said the allocations from their regular suppliers were sufficient to meet consumptive demand.

• • •

WESTERN PENNA.

Two Refiners Reduce Light Fuel Prices

Price ranges for several grades of light fuels were down 0.25 to 0.5c on both the highs and lows of price ranges the first week in August when two Western Penna. refiners reported reductions in their postings. Despite the reductions, however, refiners generally indicated that demand for light fuels was unusually strong for this time of year. The export market for lubes and wax was dull for the most part. Gasoline demand continued heavy, although most refiners said they anticipated no supply difficulties for the remainder of the tourist season.

A lower field refiner reported reducing his prices 0.5c to 12c for 47 w.w. kerosine, Nos. 1, 2, 3, and 36-40 fuels. and a refiner in the Bradford-Warren district said he had lowered his price for 45 w.w. kerosine 0.25c to 12c. Both refiners said they had made the reductions for competitive reasons. Lower field refiners late in the week reportd 47 w.w. kerosine quotations which ranged from 12 to 13c, and from 11 to 12c for No. 3 fuel. Bradford-Warren refiners' postings for 45 w.w. kerosine ranged from 11.25 to 12c.

The export lull continued, according to most sources. One refiner said he had sold 100 tons of crude scale wax to foreign buyer at 6.75c, FAS Philadelphia. He added however that his domestic quotation for 122-126 scale was unchanged at 7.5c. Demand for wax was "relatively weak," he said.

Neutrals and bright stock were said to be readily available to open market buyers. According to some sources tank car lots of 25 pour bright stock could be bought at 42c and 25 pour 150 neutral at 35c. Refiners' lube quotations were reported unchanged, however; quotations for 25 pour bright ranged from 44 to 46.5c, and for 25 pour 150 neutral from 38 to 41c.

Gasoline supplies were reported "in good shape," by most sources. Strike at refinery of a major supplier in the area was said to have caused "some shifting of gasoline supply factors" and a sharp increase in the number of open market inquiries. Several refiners said there were indications of "easing around the edges" in the gasoline picture.

ATLANTIC COAST

Fuel Stocks Reach Capacity Levels

Lack of buying interest was reflected in light open market trading along the Eastern Seaboard during the first week in August, and suppliers said lack of storage facilities prevented many potential buyers from improving their stock positions, particularly for residual fuels and heating oils.

Except at Philadelphia, prices generally were reported unchanged. At that point, gasoline prices were higher when one Independent reported advancing his quotations for regular grade 0.6 to 11.5c tank cars and 11.4c barges, and a second Independent who had been quoting 11.3c tank cars temporarily withdrew his posting. At the end of the week, Philadelphia suppliers reported tank car prices for regular grade ranging from 11.5 to 11.9c.

At New York, wax prices were slightly lower when two suppliers reported reductions of 0.1 to 0.35c per lb. in their domestic and export quotations.

Light inquiry for heating oils and residuals was in-

OIL MARKETS

Summary of Daily Gasoline Prices (August 3 through August 9)

U. S. Motor (ASTM octane) 78-78.5 octane (Premium):	Monday Aug. 9	Friday Aug. 6	Thursday Aug. 5	Wednesday Aug. 4	Tuesday Aug. 3
Oklahoma (Group 3)	(1)11.25–13.25(1)	(1)11.25–13.25(1)	(1)11.25–13.25(1)	(1)11.25–13.25(1)	(1)11.25–13.25(1)
Mid-Western (Group 3 basis)	(1)11.25–12(1)	(1)11.25–12(1)	(1)11.25–12(1)	(1)11.25–12(1)	(1)11.25–12(1)
N. Tex. (For shpt. to Tex. & N.M. dest'ns)	(1)11.8–13.3(1)	(1)11.8–13.3(1)	(1)11.8–13.3(1)	(1)11.8–13.3(1)	(1)11.8–13.3(1)
W. Tex. (For shpt. to Tex. & N.M. dest'ns)	(2)11.5–11.75(2)	(2)11.5–11.75(2)	(2)11.5–11.75(2)	(2)11.5–11.75(2)	(2)11.5–11.75(2)
E. Tex. (Truck Tnsp.)	(1)11.5–12(1)	(1)11.5–12(1)	(1)11.5–12(1)	(1)11.5–12(1)	(1)11.5–12(1)
Cent. W. Tex. (Truck Tnsp.)	(2)11.5–11.75(1)	(2)11.5–11.75(1)	(2)11.5–11.75(1)	(2)11.5–11.75(1)	(2)11.5–11.75(1)
73-75 octane (Regular):					
Oklahoma (Group 3)	(4)10.5–12.25(1)	(4)10.5–12.25(1)	(4)10.5–12.25(1)	(4)10.5–12.25(1)	(4)10.5–12.25(1)
Mid-Western (Group 3 basis)	(3)10.5–10.75(2)	(3)10.5–10.75(2)	(3)10.5–10.75(2)	(3)10.5–10.75(2)	(3)10.5–10.75(2)
N. Tex. (For shpt. to Tex. & N.M. dest'ns)	(1)10.75–12(1)	(1)10.75–12(1)	(1)10.75–12(1)	(1)10.75–12(1)	(1)10.75–12(1)
W. Tex. (For shpt. to Tex. & N.M. dest'ns)	(2)10.5–10.75(2)	(2)10.5–10.75(2)	(2)10.5–10.75(2)	(2)10.5–10.75(2)	(2)10.5–10.75(2)
E. Tex. (Truck Tnsp.)	(1)10.5–11(1)	(1)10.5–11(1)	(1)10.5–11(1)	(1)10.5–11(1)	(1)10.5–11(1)
Cent. W. Tex. (Truck Tnsp.)	(2)10.5–10.75(1)	(2)10.5–10.75(1)	(2)10.5–10.75(1)	(2)10.5–10.75(1)	(2)10.5–10.75(1)
63-66 octane:					
Oklahoma (Group 3)	....	....	....	....	....
Mid-Western (Group 3 basis)	10.125(1)	10.125(1)	10.125(1)	10.125(1)	10.125(1)
N. Tex. (For shpt. to Tex. & N.M. dest'ns)	....	....	....	....	....
W. Tex. (For shpt. to Tex. & N.M. dest'ns)	10.25(2)	10.25(2)	10.25(2)	10.25(2)	10.25(2)
E. Tex. (Truck Tnsp.)	....	....	....	....	....
Cent. W. Tex. (Truck Tnsp.)	10.25(1)	10.25(1)	10.25(1)	10.25(1)	10.25(1)
60 octane & below:					
Oklahoma (Group 3)	(1)9.75–10.125(2)	(1)9.75–10.125(2)	(1)9.75–10.125(2)	(1)9.75–10.125(2)	(1)9.75–10.125(2)
Mid-Western (Group 3 basis)	(1)9.75–10.375(1)	(1)9.75–10.375(1)	(1)9.75–10.375(1)	(1)9.75–10.375(1)	(1)9.75–10.375(1)
N. Tex. (For shpt. to Tex. & N.M. dest'ns)	(1)10–10.5(1)	(1)10–10.5(1)	(1)10–10.5(1)	(1)10–10.5(1)	(1)10–10.5(1)
W. Tex. (For shpt. to Tex. & N.M. dest'ns)	(1)9.75–10(3)	(1)9.75–10(3)	(1)9.75–10(3)	(1)9.75–10(3)	(1)9.75–10(3)
E. Tex. (Truck Tnsp.)	(1)9.75–10.5(1)	(1)9.75–10.5(1)	(1)9.75–10.5(1)	(1)9.75–10.5(1)	(1)9.75–10.5(1)
Cent. W. Tex. (Truck Tnsp.)	(1)10–10.4(1)	(1)10–10.4(1)	(1)10–10.4(1)	(1)10–10.4(1)	(1)10–10.4(1)
Motor Gasoline, 78-78.5 oct. (Premium) (b)					
New York harbor	(1)11.5–13.4(1)	(1)11.5–13.4(1)	(1)11.5–13.4(1)	(1)11.5–13.4(1)	(1)11.5–13.4(1)
New York harbor, barges	(1)11.4–13.3(1)	(1)11.4–13.3(1)	(1)11.4–13.3(1)	(1)11.4–13.3(1)	(1)11.4–13.3(1)
Philadelphia	(1)12.4–12.9(1)	(1)12.4–12.9(1)	(1)12.4–13.65(1)	(1)12.4–13.65(1)	(1)12.15–13.65(1)
Philadelphia, barges	(1)12.65–12.8(1)	(1)12.65–12.8(1)	(1)12.65–12.8(1)	(1)12.65–12.8(1)	(1)12.05–12.8(1)
Baltimore	(1)11–13.25(1)	(1)11–13.25(1)	(1)11–13.25(1)	(1)11–13.25(1)	(1)11–13.05(1)
Baltimore, barges	10.9(1)	10.9(1)	10.9(1)	10.9(1)	10.9(1)
Motor Gasoline 78-78.5 oct. (Premium) (c)					
New York harbor	....	....	....	....	....
New York harbor, barges	....	....	....	....	....
Philadelphia	(1)12.4–12.75(1)	(1)12.4–12.75(1)	(1)12.4–12.75(1)	(1)12.4–12.75(1)	(1)12.4–12.75(1)
Philadelphia, barges	12.65(1)	12.65(1)	12.65(1)	12.65(1)	12.65(1)
Baltimore	(1)12.2–12.75(1)	(1)12.2–12.75(1)	(1)12.2–12.75(1)	(1)12.2–12.75(1)	(1)12.2–12.75(1)
Baltimore, barges	12.65(1)	12.65(1)	12.65(1)	12.65(1)	12.65(1)
Motor Gasoline 74-76 oct. (Regular) (b)					
New York harbor	(1)10.5–12(1)	(1)10.5–12(1)	(1)10.5–12(1)	(1)10.5–12(1)	(1)10.5–12(1)
New York harbor, barges	(1)10.4–11.9(1)	(1)10.4–11.9(1)	(1)10.4–11.9(1)	(1)10.4–11.9(1)	(1)10.4–11.9(1)
Philadelphia	(2)11.5–11.9(3)	(1)11.5–11.9(2)	(1)11.5–12.4(1)	(1)11.5–12.4(1)	(1)11.3–12.4(1)
Philadelphia, barges	(1)11.4–11.8(1)	(1)11.4–11.8(1)	(1)11.4–11.8(1)	(1)11.4–11.8(1)	(1)11.4–11.8(1)
Baltimore	(1)10–12(1)	(1)10–12(1)	(1)10–12(1)	(1)10–12(1)	(1)10–11.8(1)
Baltimore, barges	(1)9.9–11.4(1)	(1)9.9–11.4(1)	(1)9.9–11.4(1)	(1)9.9–11.4(1)	9.9—11.4(1)
Motor Gasoline:					
Western Penna., Bradford-Warren: 74-76 Oct. (Regular)	(1)11.75–12(1)	(1)11.75–12(1)	(1)11.75–12(1)	(1)11.75–12(1)	(1)11.75–12(1)
Western Penna., Other Districts:	(2)11.75–13(1)	(2)11.75–13(1)	(2)11.75–13(1)	(2)11.75–13(1)	(2)11.75–13(1)

Note: Gasoline prices are reported in each day's Platt's OILGRAM Daily Price Service. Figures shown in parentheses indicate number of companies quoting the low & highs of the ranges.
(b) Research octane rating is minimum of 5 points above Motor Method rating.
(c) Research octane rating is minimum of 10 points above Motor Method rating.

terpreted by some suppliers as indicating that stocks at terminals were considerably higher than at this time a year ago. It was generally said that bunker "C" fuel could be obtained at New York Harbor "at or near the posted level" in any quantity.

There were some reports that Canadian buyers, usually a big factor in the summer heating oil market, have transferred their buying from New York to the Midwest, particularly Toledo, where supplies, asking prices, and barging rates are "more favorable."

MIDCONTINENT

Heavy Fuel Price Trend Still Downward

Downward trend in heavy fuel prices continued in Oklahoma and Kansas, and regular-grade gasoline was down on high of price range in Oklahoma the first week of August. Residual market remained "soft" while some pick up in demand for light fuels was reported. Midwest call for gasoline continued to slacken, but local demand remained steady, according to refiners reports.

Kansas refiner formerly posting $2.96 per bbl. for No. 6 fuel said he had reduced his price to $2.60 per bbl. and disclosed sale of 7,500 bbls. at that price to a utility in the state. Quotations reported by other Kansas refiners for No. 6 oil ranged from $2.50 to $2.75 per bbl.

Oklahoma refiner who reported reductions totaling 25c in his No. 6 price the previous week, said he had lowered his quotation another 5c to $2.20 per bbl. Prices of other Oklahoma refiners were reported unchanged, ranging up to $2.65 per bbl. For the most part refiners reported "no calls" for residual.

Regular-grade gasoline was off 0.5c on the high of price range in Oklahoma when refiner formerly quoting 12.75c reported reducing his price to 12.25c. Quotations reported by other Oklahoma refiners ranged down to 10.5c.

Most refiners said open market inquiry for gasoline had dropped considerably in the past month, and while "premiums" of up to 3c were bid several weeks ago, highest reported now was 1c. Sale of 10 cars regular at "0.75c over published Group 3 low, FOB plant," to Midwest broker was reported by an East Texas refiner.

Customers with additional storage space available as result of their reduced needs for tractor fuel were beginning to show some interest in heating oils, several refiners said. Generally, however, inquiry for distillates was reported light. North Texas refiner said he had sold 20 cars range oil at 9.5c and 10 cars 58 and above Diesel at 9.25c, FOB plant, to a Midcontinent broker for prompt shipment in buyer's cars to Minnesota, South Dakota and Iowa.

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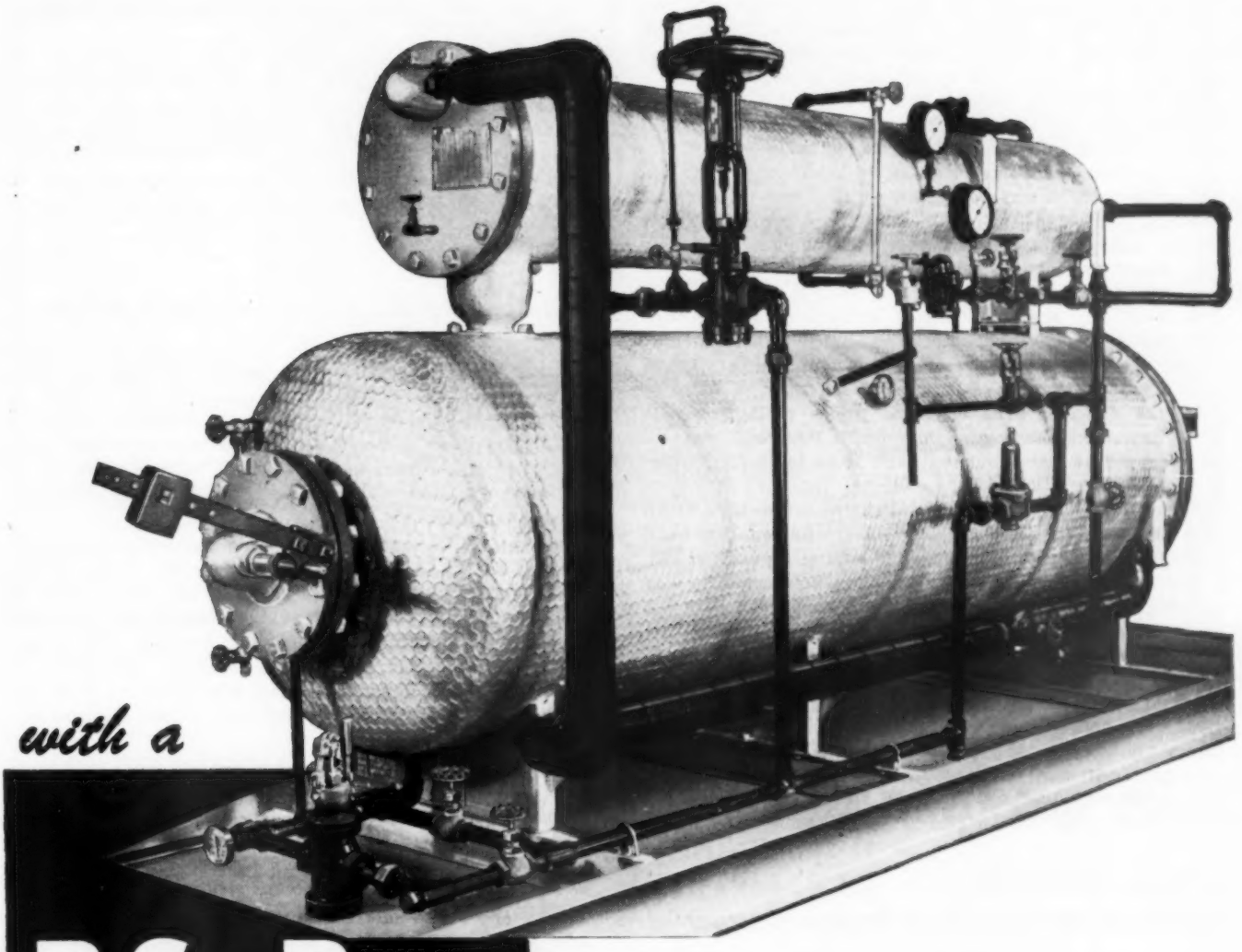

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OIL MARKETS

MIDWESTERN (Chicago-E. St. Louis Area)

'Premium' Gasoline Prices Tumble

Prices for spot offerings of regular-grade gasoline from refiners in the Southwest were off as much as 1c a gal. the first week in August, according to reports of refiners and tank car marketers in the Midwest. Demand for middle distillates continued slow, and heavy fuels were weak.

There were widespread reports during the week that regular-grade gasoline was available in large quantities at 10.5c, Group 3, the low of quotations reported by Midwest refiners, providing buyers also would take other products to relieve refinery storage. In one instance a tank car marketer said he had been offered one car of regular at 10.5c, Group 3, for every two cars of No. 6 fuel he would take at $2.30 per bbl., Group 3.

Other sources reported similar tie-in offerings of gasoline. One report was to the effect that one refiner was offering 25,000 bbls. of regular at 10.5c, Group 3, if buyer would take prompt delivery 7,500 bbls. of neutral at "low OILGRAM price." No sales or transactions on this basis were disclosed.

Without any strings attached, reports of refiner-buyers and tank car marketers generally indicated that regular-grade gasoline was freely available at 11 to 11.25c, FOB various Texas refinery districts.

In the Chicago area, gasoline prices FOB terminals were described as "weak," and truck lots were said to have moved at prices netting back 10.54 to 10.77c, Group 3.

Light fuels also were freely available. Purchase of 10 cars of Diesel fuel at 9c, East Texas, was reported by a refiner. Another refiner reported buying 25 cars of No. 2 fuel at 9c, Group 3. A tank car marketer said he was offering a "large quantity" of No. 2 at 8.395c, Group 3 basis. Quotations reported by Midwest refiners for No. 2 were unchanged, ranging from 9 to 9.25c.

Quotations of refiners for No. 6 fuel also were unchanged, according to reports, ranging from $2.40 to $2.62, per bbl., Group 3. But with stocks of some refiners "bulging to the point of distress," some sources said material was available at $2.10. A marketer reported offering low sulfur No. 6 from the Chicago refining district at price figuring "under $2.00," Group 3.

CENTRAL MICHIGAN

Gasoline and Light Fuel Ranges Narrow

Price changes reported by two Central Michigan refiners lowered the highs of price range for premium-grade and straight-run gasoline and raised the range lows for most distillate fuels the first week of August.

Refiner's reduced postings for gasoline of 0.125 to 0.25c left the range for regular gasoline unchanged at 12.8 to 14.5c, but lowered the high of range for premium grade from 15.5c to 15.25c; other refiners posted prices ranging upward from 13.55c. Straight-run gasoline was off 0.125c on the high and ranged from 11.625 to 12.625c.

According to a tank car marketer, the bulk of regular gasoline sold open spot "moved at about 13.5c," Central Michigan refineries. Two refiners reported making spot sales at 13.5c and 14c, FOB Central Michigan. One said he had sold total of 250,000 gals. at 13.5c and the other refiner a total of 200,000 gals. at 14c to distributors for August delivery. On the other hand a large distributor reported buying four cars of regular at 15c, delivered, and one truck load of premium grade at 16.25c, delivered.

Range lows for most distillate fuels were up 0.25 to 0.875c when refiner reported advancing his prices. New ranges were: range oil, 12.25 to 13c; 46-49 kerosine, 12.5 to 13.5c; No. 2 straw fuel, 12 to 12.25c; No. 3, 11.75 to 12c; and UGI gas oil, 10.75 to 11c. No. 5 fuel was off 0.125c on the low, ranging from 9.5 to 11c.

Most trade sources reported spot demand for distillate fuels "very light," generally because over all supply "appeared" to be much improved over last winter. In one instance, a major company jobber said his next winter's allocation had been increased 20% over last year and his open market requirements, if any, would be small.

Most refiners said they had made no spot sales, although one reported sales of 100,000 gals. of prime white distillate at 13c and approximately 250,000 gals. of No. 3 fuel at 12c to distributors, and 3,000 bbls. of No. 6 fuel to industrial users at 9c per gal. Another refiner reported he had a "substantial" quantity of UGI gas oil for sale at 10.5c, FOB his plant, but could find no buyers.

GULF COAST

Independent Supplier Cuts Cargo Prices

The first week in August saw reductions by an Independent supplier in his cargo prices for light products and residual fuel in what most suppliers and traders at the Gulf described as "a gradually declining market." With exception of requests for military coverage, suppliers generally said inquiry for all products was light. Bunker "C" fuel was getting "progressively weaker," according to reports.

Reductions in cargo prices reported by one supplier of 0.5c for 70-72 oct. leaded gasoline, No. 2 and Diesel fuels, and bunker "C" fuel lowered the range tops of Gulf suppliers' postings by those amounts. Supplier said he was posting the following schedule: 70-72 oct. leaded gasoline, 14c; No. 2 fuel, 43-47 d.i. and 48-52 d.i. gas oil, 12c, all down 0.5c. His new price of $3.30 for bunker "C" fuel was 30c per bbl. lower than his previous posting.

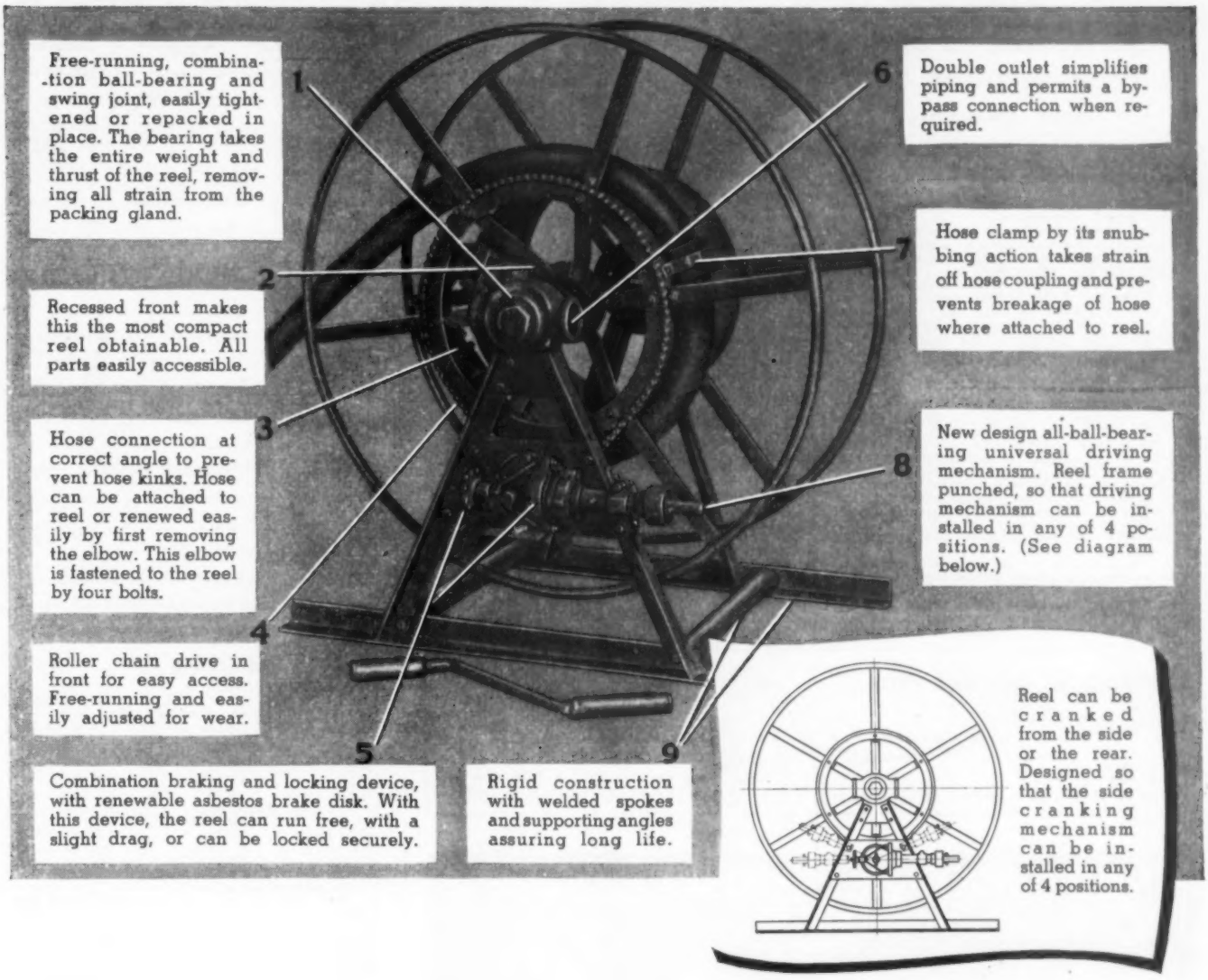
Reports from suppliers and traders indicated that with most suppliers sold up there still was "only a handful" of offerings available to buyers. On the other hand, it was generally said there was a marked buyer resistance to current asking prices. This was particularly true of heavy fuel, supplies of which were plentiful.

Only one cargo sale was disclosed other than products sold to the military. One supplier said he had agreed to provide T-2 cargo of bunker "C" fuel for late August "at the market, date of shipment." Currently, low reported price for bunker "C" cargoes is $2.46 per bbl.

The industry generally reported extensive sales to the military. Among the large suppliers reporting Government sales, Shell Oil Co. said it had arranged to make available to the military establishment approximately 10 cargoes of grades 100/130 and 115/145 aviation gasoline between August and next January.

Crude Oil Prices

No crude oil price changes reported during week ended Aug. 7. See July 28 NPN, p. 56-57 for complete price schedules.


1
Free-running, combination ball-bearing and swing joint, easily tightened or repacked in place. The bearing takes the entire weight and thrust of the reel, removing all strain from the packing gland.
2
Recessed front makes this the most compact reel obtainable. All parts easily accessible.
3
Hose connection at correct angle to prevent hose kinks. Hose can be attached to reel or renewed easily by first removing the elbow. This elbow is fastened to the reel by four bolts.
4
Roller chain drive in front for easy access. Free-running and easily adjusted for wear.
5
Combination braking and locking device, with renewable asbestos brake disk. With this device, the reel can run free, with a slight drag, or can be locked securely.
9
Rigid construction with welded spokes and supporting angles assuring long life.
6
Double outlet simplifies piping and permits a by-pass connection when required.
7
Hose clamp by its snubbing action takes strain off hose coupling and prevents breakage of hose where attached to reel.
8
New design all-ball-bearing universal driving mechanism. Reel frame punched, so that driving mechanism can be installed in any of 4 positions. (See diagram below.)
Reel can be cranked from the side or the rear. Designed so that the side cranking mechanism can be installed in any of 4 positions.

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OIL PRICE SECTION

At Refineries and Terminals and by Tank Wagon

Prices herewith are reproduced from Platt's *OILGRAM* Daily Oil Price Service, associated with National Petroleum News, whose representatives in all *NPN-OILGRAM* offices devote their time exclusively to reporting oil industry prices everywhere.

Prices shown in tables are sales prices or quotations or general offers or posted prices by refiners, by pipeline terminal operators, and by tanker terminal operators; for current sales and shipments; for the business day or period stated; except Tank Wagon prices, prices are for bulk lots such as tank car, truck transport, barge; prices applying to barges or cargoes or truck transport lots only, so designated; FOB refineries or terminals; in cents per gal., except per bbl. where $ sign is shown; wax and petrolatums in cents per pound; ex all fees and taxes; for crude oil and its products lawfully produced and transported; reported as received by *OILGRAM* and National Petroleum News but not guaranteed; for subscribers' private use only and not for resale or distribution or publication. Octane ratings are ASTM unless otherwise noted. Parenthetical figures before and after prices indicate number of companies quoting the lows and highs of the ranges. For further details of price conditions apply to any *NPN—OILGRAM* office or see back of any *OILGRAM* Price Service invoice.

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Refinery & Terminal Prices

Gasoline

Prices in Effect	Aug. 9	Aug. 2
OKLAHOMA (Group 3)		
78-78.5 Oct. (Prem.)	(1)11.25-13.25(1)	(1)11.25-13.25(1)
73-75 Oct.Reg.	(4)10.5-12.25(1)	(4)10.5-12.75(1)
63-66 Oct.	....	....
60 Oct. & below	(1)9.75-10.125(2)	(1)9.75-10.125(2)
MID-WESTERN (Group 3 basis)		
78-78.5 Oct. (Prem.)	(1)11.25-12(1)	(1)11.25-12(1)
73-75 Oct.Reg.	(3)10.5-10.75(2)	(3)10.5-10.75(2)
63-66 Oct.	10.125(1)	10.125(1)
60 Oct. & below	(1)9.75-10.375(1)	(1)9.75-10.375(1)
CHICAGO—(FOB Chicago district refineries & p.l. terminals)		
78-78.5 Oct. (Prem.)	....	....
74-76 Oct.	....	....
N. TEX. (For shpt. to Tex & N.M. dest'ns.)		
78-78.5 Oct. (Prem.)	(1)11.8-13.3(1)	(1)11.8-13.3(1)
73-75Oct.(Reg.)	(1)10.75-12(1)	(1)10.75-12(1)
63-66 Oct.	....	....
60 Oct.&below	(1)10-10.5(1)	(1)10-10.5(1)
W. TEX. (For shpt. to Tex. & N.M. dest'ns.)		
78-78.5 Oct. (Prem.)	(2)11.5-11.75(2)	(2)11.5-11.75(2)
73-75 Oct.Reg.	(2)10.5-10.75(2)	(2)10.5-10.75(2)
63-66 Oct.	10.25(2)	10.25(2)
60 Oct.&below	(1)9.75-10(3)	(1)9.75-10(3)
E. TEX. (Truck trnspt.)		
78-78.5 Oct.	(1)11.5-12(1)	(1)11.5-12(1)
73-75 Oct.	(1)10.5-11(1)	(1)10.5-11(1)
60 Oct.& below	(1)9.75-10.5(1)	(1)9.75-10.5(1)
CENT. W. TEX. (Truck Transpt.)		
78-78.5 Oct. (Prem.)	(2)11.5-11.75(1)	(2)11.5-11.75(1)
73-75Oct.(Reg.)	(2)10.5-10.75(1)	(2)10.5-10.75(1)
63-66 Oct.	10.25(1)	10.25(1)
60 Oct.& below	(1)10-10.4(1)	(1)10-10.4(1)
KANSAS (For Kansas destinations only)		
78-78.5 Oct. (Prem.)	(1)11.8-12.5(2)	(1)11.8-12.5(2)
73-75 Oct.Reg.	(2)10.8-11.5(2)	(2)10.8-11.5(2)
63-66 Oct.	....	....
60 Oct.& below	(1)10.1-10.75(1)	(1)10.1-10.75(1)
ARK. (For shipment to Ark. & La.)		
78-78.5 Oct. (Prem.)	11.75(1)	11.75(1)
73-75 Oct. Reg.	10.75(1)	10.75(1)
60 Oct.& below, unleaded	10(1)	10(1)
WESTERN PENNA.		
Bradford-Warren:		
74-76 Oct.Reg.	(1)11.75-12(1)	(1)11.75-12(1)
Other districts:		
74-76 Oct.Reg.	(2)11.75-13(1)	(2)11.75-13(1)
CENTRAL MICHIGAN (FOB Central Michigan refineries.)		
U.S. Motor: 78-78.5 Oct. (Prem.)	(1)13.55-15.25(1)	(1)13.55-15.25(1)
73-75 Oct. Reg.	(1)12.8-14.5(1)	(1)12.8-14.5(1)
Str. run gasoline, excl. Detroit shpt.	(1)11.625-12.625(1)	(1)11.625-12.75(1)

SPECIAL NOTICE

Owing to present short supply of many products, some sellers are withholding public quotations or the posting of firm prices on some products but are giving OILGRAM the prices they otherwise would quote to trade in general and which today they confine mostly to their regular customers only.

Prices in Effect	Aug. 9	Aug. 2
OHIO (S. O. Ohio quotations for statewide delivery and subject to exceptions for local price disturbances.) 73-75 Oct.	14.75	14.75
CALIFORNIA		
Los Angeles dist.: 80-82 Oct. (Prem.)	(1)13.9-14.65(1)	(1)13.9-14.65(1)
74-76 Oct. (Reg.)	(1)11.4-13.6(1)	(1)11.4-13.6(1)
San Fran. dist.: 80-82 Oct. (Prem.)	(1)14.4-15.15(1)	(1)14.4-15.15(1)
74-76 Oct. (Reg.)	(1)11.9-13.65(1)	(1)11.9-13.65(1)
San Joaquin Valley: 80-82 Oct. (Prem.)	15.15(1)	15.15(1)
74-76 Oct. (Reg.)	13.65(1)	13.65(1)

Kerosine, Gas & Fuel Oils

OKLAHOMA (Group 3)		
41-43 w.w. kero.	(1)9.5-9.75(1)	(1)9.5-9.75(1)
42-44 w.w.	(2)9.5-9.875(3)	(2)9.5-9.875(3)
Range oil	9.5(4)	9.5(4)
58 & above D.I. diesel	(1)9.25-10.125(1)	(1)9.25-10.125(1)
No. 1 p.w.	9.25(3)	(1)9.125-9.25(2)
No. 1 straw.	9.375(2)	9.375(2)
No. 2 straw.	(2)9-9.5(1)	(2)9-9.5(1)
No. 3	....	....
No. 6	(1)$2.20-2.65(1)	(1)2.25-2.65(1)
14-16 grav. fuel	$2.62(1)	$2.62(1)
MIDWESTERN (Group 3 basis)		
41-43 w.w.	(1)9.375-9.75(1)	(1)9.375-9.75(1)
42-44 w.w.	(2)9.5-9.875(2)	(2)9.5-9.875(2)
Range oil	9.5(3)	9.5(3)
58 & above D.I. diesel	(1)9.5-10.125(1)	(1)9.5-10.125(1)
No. 1 p.w.	(1)9.125-9.375(2)	(2)9.125-9.375(2)
No. 2 straw.	(2)9-9.25(2)	(2)9-9.25(1)
No. 3	(1)8.75-8.875(1)	(1)8.75-8.875(1)
No. 6	(3)$2.40-2.62(1)	(3)$2.40-2.62(1)
CHICAGO—(FOB Chicago district refineries & p.l. terminals; all fuel oil prices in cnt. per gal.)		
58 & above D.I. diesel	11.05(1)	11.05(1)
No. 5 fuel	....	....
No. 6 fuel	7.4(1)	7.4(1)
N. TEX. (For shpt. to Tex. & N.M. dest'ns.)		
41-43 w.w.	(1)9.6-9.625(1)	(1)9.6-9.625(1)
42-44 w.w.	10(2)	10(2)
58 D.I.	(2)9.6-10(1)	(2)9.6-10(1)
No. 2 straw.	9(1) $2.50(1)	9(1) $2.50(1)
W. TEX. (For shpt. to Tex. & N.M. dest'ns.)		
41-43 w.w.	9.5(1)	9.5(1)
42-44 w.w.	10.5(1)	10.5(1)
No. 1 straw.	9.25(2)	9.25(1)
No. 2 straw.	(2)9-9.25(2)	(2)9-9.25(2)
No. 3	8.75(1)	8.75(1)
No. 6 fuel	$2.90(1)	$2.90(2)
E. TEX. (Truck trnspt.)		
41-43 w.w.	(2)9.25-9.5(2)	(2)9.25-9.5(2)
42-44 w.w.	(2)9.5-9.75(1)	(2)9.5-9.75(1)
58 & above D.I. diesel	(1)9-10(1)	(1)9-10(1)
U.G.I. gas oil	....	8.25(1)
No. 2 fuel	9.25(2)	9.25(1)
No. 6 fuel	(1)$2.40-2.85(1)°	(1)$2.40-2.85(1)°

° Correct for Aug. 2 also. Shown incorrectly in Aug. 4 NPN.

CENT. W. TEX. (Truck trnspt.)		
41-43 w.w.	(1)9.375-9.5(1)	(1)9.375-9.5(1)
52 & bel. D.I. Diesel	(1)9-9.25(1)	(1)9-9.25(1)
58 & abv. D.I. Diesel	9(1)	9(1)
U.G.I. gas oil	8.5(1)	8.5(1)
No. 1 fuel	9.25(1)	9.25(1)
No. 2 fuel	9(2)	9(2)
No. 3 fuel	8.75(1)	8.75(1)
No. 6 fuel	(1)$2.50-2.67(1)	(1)$2.50-2.67(1)
KANSAS (For Kansas destinations only)		
42-44 w.w.	(1)9.8-10.5(1)	(1)9.8-10.5(1)
58 & abv. D.I. Diesel	(1)9.75-10.25(1)	(1)9.75-10.25(1)
No. 1 fuel	(2)9.5-10.25(1)	(2)9.5-10.25(1)
No. 2 fuel	(2)9.25-10(2)	(2)9.25-10(2)
No. 6 fuel	(1)$2.50-2.75(1)	(1)$2.50-2.96(1)
ARK. (For shipment to Ark. and La.)		
42-44 w.w.	9.625(1)	9.625(1)
Tractor fuel	10(1)	10(1)
Diesel fuel 52 & below	9.25(1)	9.25(1)
Diesel fuel 58 & above	9.5(1)	9.5(1)
No. 2 fuel	9.125(1)	9.125(1)
No. 3 fuel	8.875(1)	8.875(1)
WESTERN PENNA.		
Bradford-Warren:		
45 w.w.	(1)11.25-12(1)	(1)11.25-12.25(1)
No. 1 fuel	11.95(1)	11.95(1)
No. 2 fuel	(1)11-11.95(1)	(1)11-11.95(1)
No. 3 fuel	11(1)	11(1)
36-40 gravity	11.95(1)	11.95(1)
Other districts:		
45 w.w.	(1)11.25-13(1)	(1)11.25-13(1)
47 w.w.	(1)12-13(2)	(1)12.5-13(2)
No. 1 fuel	(2)11.25-13(1)	(2)11.25-13(1)
No. 2 fuel	(2)11-13(1)	(2)11-13(1)
No. 3 fuel	(1)11-12(1)	(1)11-12.5(1)
36-40 gravity	(2)11-13(1)	(2)11-13(1)
CENTRAL MICHIGAN (FOB Central Michigan refineries.)		
Range oil	(1)12.25-13(1)	(1)11.625-13(1)
46-49 w.w. kero.	(1)12.5-13.5(1)	(1)11.875-13.5(2)
P.W. distillate	(2)12.25-14(1)	(2)12.25-14(1)
No. 2 light straw	(4)12-12.25(1)	(1)11.125-12.25(1)
No. 3 straw.	(2)11.75-12(4)	(1)10.875-12(4)
U.G.I. gas oil	(1)10.5-11(2)	(1)10.5-11(2)
No. 5 fuel	(1)9.5-11(1)	(1)9.625-11(1)
No. 6 fuel	(1)8.5-10.25(1)	(1)9-10.25(1)
OHIO (S. O. Ohio quotations for statewide delivery) Kerosine	12.9	12.9
CALIFORNIA		
San Joaquin Valley: 40-43 w.w.	12.4(1)	12.4(1)
Heavy fuel	$2.20(1)	$2.20(1)
Light fuel (PS 300)	2.40(1)	2.40(1)
Diesel fuel (PS 200)	9.3(1)	9.3(1)
Stove dist. (PS 100)	10.8(1)	10.8(1)
Los Angeles: 40-43 w.w.	(1)11.15-12.9(1)	(1)11.15-12.9(1)
Heavy fuel (PS 400)	(1)$2.10-2.15(4)	(1)$2.10-2.15(4)
Light fuel (PS 300)	$2.35(5)	$2.35(5)
Diesel Fuel (PS 200)	(1)7.85-8.8(2)	(1)7.85-8.8(2)
Stove dist. (PS 100)	(1)8.85-10.3(2)	(1)8.85-10.3(2)
San Francisco: 40-43 w.w.	12.4(2)	12.4(2)
Heavy fuel (PS 400)	$2.20(2)	$2.20(2)
Light fuel (PS 300)	$2.40(2)	$2.40(2)
Diesel fuel (PS 200)	(1)9.1-9.3(1)	(1)9.1-9.3(1)
Stove dist. (PS 100)	(1)10.6-10.8(1)	(1)10.6-10.8(1)

Lubricating Oils

WESTERN PENNA.

Prices are for sales made, or offers reliably reported, to jobbers & compounders only.

VISCOUS NEUTRALS—No. 3 col. Vis. at 70° F.

200 Vis. (180 at 100°) 420-425 fl.		
0 p.t.	47(1)	47(1)
10 p.t.	46(1)	46(1)
15 p.t.	45(1)	45(1)
25 p.t.	(1)40-43(2)	(1)40-43(2)
150 Vis. (143 at 100°) 400-405 fl.		
0 p.t.	45(1)	45(1)
10 p.t.	44(1)	44(1)
15 p.t.	43(1)	43(1)
25 p.t.	(1)38-41(1)	(1)38-41(1)
CYLINDER STOCKS:		
Brt. stk., 145-155 vis. at 210°, 540-550 fl., No 8 col.		
10 p.t.	49(1)	49(1)
15 p.t.	48(1)	48(1)
25 p.t.	(1)44-46.5(1)	(1)44-46.5(1)
600 S.R. filter'bl.	(3)36-37(1)	(3)36-37(1)
650 S.R.	(3)37-38(1)	(3)37-38(1)
600 fl.	39(4)	39(4)
630 fl.	(1)41-42(2)	(2)41-42(1)
MID-CONTINENT		
Neutral Oils (Vis. at 100° F. 0 to 10 P.P.)		
Pale Oils		
Vis. Color		
60-85—No. 2	(2)12.5-13(1)	(2)12.5-13(1)
86-110—No. 2	(2)13-13.25(2)	(2)13-13.25(2)
150—No. 3	20(3)	20(3)
180—No. 3	(2)20.5-21(2)	(2)20.5-21(2)
200—No. 3	21(4)	21(4)
250—No. 3	(3)22-22.5(1)	(3)22-22.5(1)
280—No. 3	(3)23-23.5(1)	(3)23-23.5(1)
300—No. 3	24(3)	24(3)
Red Oils:		
200—No. 5	21(2)	21(2)
300—No. 5	24(1)	24(1)
Bright Stock—Vis. at 210° (FOB Tulsa basis)		
200 Vis. D.	37(1)	37(1)
150-160 Vis. D:		
0 to 10 p.p.	33(4)	33(4)
10-25 p.p.	32.5(1)	32.5(1)
25-40 p.p.	....	....
150-160 Vis. E	32(1)	32(1)
120 Vis. D.		
0 to 10 p.p.	32(4)	32(4)
600 S.R. (Olive Green)	23(2)	23(2)
Black Oil	18.5(1)	18.5(1)
SOUTH TEXAS (Neutral Oils)		
Pale Oils (Vis. at 100° F. FOB refineries, for domestic shpt.)		
Vis. Color		
100 1½-2½	(1)9.5-12(1)	(1)9.5-12(1)
200 No. 2-3	(3)12-14.5(1)	(3)12-14.5(1)
300 No. 2-3	(3)13-15.25(1)	(3)13-15.25(1)
500 No. 2½-3½	(3)14-16.5(1)	(3)14-16.5(1)
750 No. 3-4	(3)15-17.25(1)	(3)15-17.25(1)
1200 No. 3-4	(3)16-17.75(1)	(3)16-17.75(1)
2000 No. 4	(2)17-21(1)	(2)17-21(1)
Red Oils:		
100 No. 5-6	(1)9.5-12(1)	(1)9.5-12(1)
200 No. 5-6	(3)12-14.5(1)	(3)12-14.5(1)
300 No. 5-6	(3)13-15.25(1)	(3)13-15.25(1)
500 No. 5-6	(3)14-16.5(1)	(3)14-16.5(1)
750 No. 5-6	(3)15-17.25(1)	(3)15-17.25(1)
1200 No. 5-6	(3)16-17.75(1)	(3)16-17.75(1)
2000 No. 5-6	(2)17-21(1)	(2)17-21(1)

(Continued on next page)

Refinery & Terminal Prices (Cont.)

Prices in Effect	Aug. 9	Aug. 2
CHICAGO (From Mid-Continent p.l. crude)		
Neutral oils vis. at 100° F. 0 to 10 p.p.		
Pale Oils:		
Vis. Color		
60-85—No. 2.	13.75(1)	13.75(1)
86-100—No. 2	14.25(1)	14.25(1)
150—No. 3..	21.5(1)	21.5(1)
180—No. 3..	22(1)	22(1)
200—No. 3..	22(1)	22(1)
250—No. 2..	23(1)	23(1)
Red Oils:		
180—No. 5..	22(1)	22(1)
200—No. 5..	22(1)	22(1)
250—No. 5..	23(1)	23(1)
280—No. 5..	24(1)	24(1)
300—No. 5..	24.5(1)	24.5(1)
Note: Viscous oils, 15 to 30 p.p. are quoted 0.5c lower; 60-85 and 86-110 No. 2 non-viscous oils, 15 to 30 p.p. 0.25c lower.		
Unfiltered Steam Refined (Viscosity at 210°)		
140	22.5(1)	22.5(1)
160	23.5(1)	23.5(1)
200	24.5(1)	24.5(1)
Bright Stocks, 160 vis. at 210° No. 8 color		
0 to 10 p.p.	34(1)	34(1)
15 to 25 p.p.	33.5(1)	33.5(1)
30 to 40 p.p.	33(1)	33(1)
E filtered Cyl. Stock.	24.5(1)	24.5(1)
Note: To obtain prices delivered in Chicago add 0.6c per gal.		

Natural Gasoline

(Group 3 & Breckenridge prices are to blenders on freight Basis shown below. Shipments may originate in any Mid-Continent manufacturing district.)

FOB GROUP 3		
Grade 26-70 ....8.5(Quote)		8.5(Quote)
FOB BRECKENRIDGE		
Grade 26-70 ..... 8(Quote)		8(Quote)

LPG Prices

(Of refiners, FOB refineries, in cents per gal., tank cars or transport trucks)

District	Commercial Propane	Industrial Propane	Commercial Butane	Industrial Butane
N.Y. Harbor..	9(2)	9(1)	8(1)	8(1)
Philadelphia..	9(2)	....	....	....
Baltimore ...	9(1)	....	....	....
Hastings, W.Va.	8.25(1)	....	7.5(1)	....
New Orleans ..	5.375(1)a	....	....	....
Houston	....	....	....	....
Toledo	9(1)	....	9.25(1)	....

(a) Tank cars only.

Naphthas and Solvents

(FOB Group 3)		
Stoddard solvent	(3)10.875-11.625(1)	(3)10.875-11.625(1)
Cleaners npth.	(3)11.375-12.125(1)	(3)11.375-12.125(1)
V.M.&P. Npth.	(5)11.375-12.125(1)	(5)11.375-12.125(1)
Mineral Spirits.	(4)10.375-11.125(1)	(4)10.375-11.125(1)
Rubber solv. .	(1)10.875-11.375(4)	(1)10.875-11.375(4)
Lacquer dil. ..	(3)11.625-12.625(1)	(3)11.625-12.625(1)
Benzol dil.	(2)12.125-12.55(1)	(2)12.125-12.55(1)
WESTERN PENNA.		
Bradford-Warren:		
Stoddard Solv.	....	....
Other Districts:		
Untreated Npth.	12.5(1)	12.5(1)
Stoddard Solv.	(2)13–14(1)	(2)13–14(1)
OHIO (S. O. quotations for statewide delivery); V.M.&P. naphtha D.C. naphtha, Varnolene &		
Sohio solvent	16.0	16.0
Ruber solvent	15.5	15.5
E. TEXAS (Truck Trnspt.)		
Stoddard Solv.	(1)10.75-11.25(1)	(1)10.75-11.25(1)
KANSAS (For Kan. Dest'n. only)		
Stoddard Solv.	(1)11.375-11.5(1)	(1)11.375-11.5(1)

WAX

WESTERN PENNA. (Bbls. C.L.)		
White Crude Scale:		
122-124 A.m.p.	(1)7.25–9(1)	(1)7.25–9(1)
124-126 A.m.p.	(1)7.25–9(1)	(1)7.25–9(1)
MID-CONTINENT (C.L. FOB Refinery)		
Semi-Refined:		
132-134 AMP, bbls.	....	....

CHICAGO (FOB Chicago district refinery of one refiner, in bags, carloads. Carloads, slabs loose, 0.75c less. Melting points are EMP (ASTM) methods; add 3° to convert into AMP.)

Fully refined:		
122-124(bags only)	8.05	8.05
125-127	8.35	8.35
127-129	8.6	8.6
130-132	8.9	8.9
132-134	9.15	9.15
135-137	9.8	9.8

Petrolatums

WESTERN PENNA. (Bbls., carloads; tank car, 1 to 1c less.)

Snow White.	(2)7.25–8(1)	(2)7.25–8(1)
Lily White ..	(2)6.25–7.25(2)	(2)6.25–7.25(2)
Cream White	(2)6–6.75(2)	(2)6–6.75(2)
Light Amber	(2)4.5–5.5(1)	(2)4.5–5.5(1)
Amber	(2)4.25–5.25(1)	(2)4.25–5.25(1)
Red	(1)4.5–5.125(1)	(1)4.5–5.125(1)

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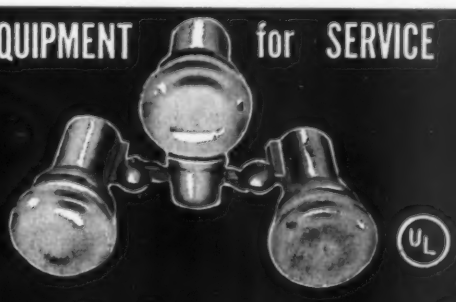

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SPECIAL NOTICE

Owing to present short supply of many products, some sellers are withholding public quotations or the posting of firm prices on some products but are giving OILGRAM the prices they otherwise would quote to trade in general and which today they confine mostly to their regular customers only.

Atlantic & Gulf Coasts

Prices are of refiners, FOB their refineries & tanker terminals, and of tanker terminal operators, FOB their terminals. Ships' bunkers prices are exclusive of lighterage. **Prices in effect Aug. 9.**

District	78-78.5 Oct. Prem. Gasoline**	78-78.5 Oct. Prem. Gasoline†	78-78.5 Oct. Prem. Gasoline††	74-76 Oct. Reg. Gasoline**	74-76 Oct. Reg. Gasoline†
N. Y. Harbor	....	(1)11.5-13.4(1)	....	....	(1)10.5-12(1)
do barges	....	(1)11.4-13.3(1)	....	....	(1)10.4-11.9(1)
Albany	....	(1)13.25-13.85(1)	13.5(1)	....	(5)12-12.3(1)
Baltimore	....	(1)11-13.25(1)	(1)12.2-12.75(1)	....	(1)10-12(1)
do barges	....	10.9(1)	12.65(1)	....	(1)9.9-11.4(1)
Baton Rouge	10.8(1)	....	....	9.8(1)	....
do barges	10.8(1)	....	....	9.8(1)	....
Boston	....	(1)11.5-13.8(2)	13.5(1)	....	(1)10.5-12.3(2)
Charleston	....	(1)11.1-11.6(1)	11.65(1)	....	(2)10.1-10.6(2)
Corpus Christi	....	(1)12-13(1)	....	....	11(2)
do barges	....	....	....	....	....
Houston	(1)12-13(2)	(1)12-13.15(1)	....	(2)11-12.5(1)	(2)11-12.5(1)
do barges	12.625(1)	(1)12.875-13(1)	....	....	(1)11-11.875(1)
Jacksonville	....	(3)12.3-13.75(1)	12.3(1)	....	(6)11.3-12.25(1)
Miami	....	(3)12.3-12.75(1)	12.3(1)	....	(4)11.3-11.75(1)
Mobile	....	12.3(2)	12.3(1)	....	11.3(3)
New Haven	....	13.7(2)	13.7(1)	....	12.2(3)
New Orleans	(1)11-11.25(1)	12(1)	....	(1)10-10.5(1)	11(1)
do barges	(1)11-11.25(1)	12(1)	....	(1)10-10.5(1)	11(1)
Norfolk	....	(1)11.3-12.25(1)	11.8(1)	....	(1)10.3-11(1)
Pensacola	....	12.4(1)	....	....	11.4(1)
Philadelphia	....	(1)12.4-12.9(1)	(1)12.4-12.75(1)	....	(2)11.5-11.9(3)
do barges	....	(1)12.65-12.8(1)	12.65(1)	....	(1)11.4-11.8(1)
Port Everglades	....	(3)12.3-12.75(1)	12.3(1)	....	(4)11.3-11.75(1)
Portland	....	(1)13.25-13.5(1)	13.5(1)	....	12(4)
Providence	....	(1)13.25-13.5(1)	13.5(1)	....	(4)12-12.1(1)
Savannah	....	(2)12.3-12.75(2)	12.3(1)	....	(5)11.3-12.05(1)
Tampa	....	(3)12.3-12.75(2)	12.3(1)	....	(5)11.3-11.75(1)
Wilmington N. C.	....	(2)11.35-12.25(1)	11.85(1)	....	(1)10.35-11(1)

	Kerosine—No. 1 Fuel	No. 2 Fuel	Gas-House Gas Oil	No. 5 Fuel (0-10 p.t.)	No. 5 Fuel (15-60 p.t.)
*N.Y.Harbor	(7)10.3-11.65(1)	(11)9.4-101(1)	(1)9.5-10.(1)	(3)$3.38-4.25(1)	$3.20(1)
do barges	(6)10.2-11.5(1)	(10)9.3-10(1)	....	(3)3.35-4.25(1)	3.17(1)
*Albany	(1)10.4-10.75(1)	(1)9.4-9.85(1)	10.2(1)	4.12(1)	....
*Baltimore	(9)10.3-10.5(2)	9.4(12)	9.5(1)	....	(1)3.20-3.42(1)
do barges	10.2(3)	9.3(4)	....	....	3.17(1)
*Baton Rouge	9.7(1)	8.7(1)	....	....	....
do barges	9.7(1)	8.7(1)	....	....	....
*Boston	(1)10.4-10.8(10)	(1)9.5-9.8(10)	10.2(1)	(1)3.65-3.655(1)	3.623(1)
*Charleston	10.2(4)	(1)9.4-9.5(3)	....	....	....
Corpus Christi	....	....	....	....	....
do barges	....	....	....	....	....
Houston	(1)9.125-10.25(2)	(3)9-9.5(1)	....	....	....
do barges	(1)9.75-11.125(1)	(1)9-10.125(1)	....	$3.50(1)	....
Jacksonville	(7)10.7-11.375(1)	(5)10.3-10.8(1)	....	....	....
Miami	(6)10.7-10.85(1)	10.3(4)	....	....	....
Mobile	10.7(4)	10.3(1)	....	....	....
*New Haven	(1)10.4-10.7(7)	(1)9.5-9.8(5)	....	....	....
*New Orleans	(1)9.7-10.1(2)	(1)8.85-9(4)	....	....	....
do barges	(1)9.7-10.1(1)	9(2)	....	....	....
*Norfolk	(5)10.3-10.7(1)	(4)9.3-9.8(1)	9.4(1)	....	(1)3.14-3.17(1)
Pensacola	(1)10.5-10.8(1)	....	....	....	....
*Philadelphia	(8)10.3-10.5(1)	(8)9.4-9.6(1)	9.8(1)	....	(2)3.29-3.52(2)
do barges	10.2(5)	9.3(5)	....	....	....
Pt. Everglades	(6)10.7-10.85(1)	10.3(4)	....	....	....
*Portland	(2)10.4-10.9(4)	(2)9.5-9.9(4)	10.3(1)	....	....
*Providence	(2)10.4-10.8(5)	(2)9.4-9.8(5)	10.2(1)	....	$3.593(1)
Savannah	(6)10.7-10.85(1)	10.3(4)	....	....	....
Tampa	(7)10.7-10.85(1)	10.3(7)	....	....	....
*Wilmington, N. C.	(5)10.2-10.7(1)	(6)9.5-9.8(1)	....	....	....

* Some suppliers at points marked with asterisk offer 0.7c "summer fill-up discount" from their posted prices for kerosine and No. 2 fuel.

	No. 6 Fuel	No. 6 Fuel Barges	Bunker C Fuel, Ships' Bunkers	Diesel oil, Ships' Bunkers	Diesel Oil Shore Plants
N. Y. Harbor	(3)$3.03-3.57(1)	(3)$3.00-3.57(1)	(2)$3.00-3.05(1)	(1)$3.91-4.10(1)	(1)9.7-10(1)
Albany	3.249(1)	3.249(1)	3.249(1)	....	(1)9.7-10.2(2)
Baltimore	(3)3.03-3.17(1)	(3)3.00-3.17(1)	(2)3.00-3.04(1)	4.04(2)	(1)9.6-9.8(2)
Baton Rouge	2.54(1)	2.51(1)	2.51(1)	3.65(1)	9.1(1)
Boston	(1)3.055-3.315(1)	(1)3.025-3.315(1)	(1)3.025-3.095(1)	4.08(1)	(1)9.9-10.2(4)
Charleston	2.96(2)	2.93(2)	2.93(2)	3.95(1)	(1)9.4-9.5(1)
Corpus Christi	2.56(1)	2.53(1)	(1)2.53-2.55(1)	(1)2.90-3.15(1)	....
Houston	(1)2.50-2.58(2)	(2)$2.51-3.35(1)	(1)2.50-2.53(1)	3.65(1)	(1)9-10.75(1)
Jacksonville	(3)$2.99-3.41(1)	(3)2.96-3.38(1)	(3)2.96-3.38(1)	4.32(1)	10.3(5)
Miami	....	....	....	....	....
Mobile	....	....	....	....	....
New Haven	3.035(2)	3.035(2)	3.035(2)	....	(2)9.9-10.2(3)
New Orleans	(3)2.54-2.58(1)	(3)2.51-2.55(1)	(3)2.51-2.55(1)	(1)3.40-3.89(1)	(2)9.4-9.425(1)
Norfolk	(2)3.00-3.04(1)	(2)2.97-3.07(1)	(2)2.97-3.01(1)	4.06(1)	(2)9.6-9.7(1)
Pensacola	....	....	....	....	....
Philadelphia	(2)3.03-3.27(1)	(2)3.00-3.17(1)	(2)3.00-3.17(1)	(1)$4.07-4.12(1)	(2)9.7-9.8(5)
Port Everglades	2.94(1)	2.91(1)	2.91(1)	4.32(1)	....
Portland	(1)3.095-3.115(1)	(1)3.085-3.095(1)	(1)3.085-3.095(1)	....	(1)9.8-10.3(1)
Providence	(1)3.045-3.085(1)	(1)3.055-3.065(1)	(1)2.995-3.065(1)	....	10.2(2)
Savannah	(1)2.99-3.03(1)	(1)$2.96-3.10(1)	(1)$2.96-3.10(1)	4.45(1)	10.3(3)
Tampa	(2)2.89-2.93(1)	(2)2.86-3.28(1)	(2)2.86-3.28(1)	4.32(2)	10.3(5)
Wilmington, N. C.	....	....	....	3.96(1)	....

**Motor Method & Research octane ratings are approximately same. † Research octane rating is minimum of 5 points above Motor Method rating. †† Research octane rating is minimum of 10 points above Motor Method rating.

(Additional Gulf Coast prices on page 55)

Lake Port Terminal Prices

Prices in Effect Aug. 9

	Buffalo	Cleveland	Detroit	Toledo
78-78.5 Oct. Ethyl	....	....	....	....
74-76 Oct.	(2)12.8-13.1(1)	....	....	....
Kerosine	(2)11.9-12.8(1)	....	....	12.4(1)
Diesel Fuel	11(1)	12(1)	....	(1)11.3-12(2)
No. 1 Fuel	....	12.75(1)	11.8(1)	(1)11.7-12.75(2)
No. 2 Fuel	(1)10.9-12.25(1)	....	11.35(1)	11.5(1)
No. 3 Fuel	....	12(1)	11.1(1)	(1)10.7-12(2)
No. 5 Fuel	....	10.15(1)	10.45(1)	9.5(2)
No. 6 Fuel	(1)8.7-10.7(1)	9.75(1)	9.6(1)	9.25(3)

NPN Gasoline Index

	Dealer T.W.	Tank Car
	Cents Per Gal.	
Aug. 9	14.58	11.27
Month ago	14.58	11.31
Year ago	12.59	8.97

Dealer index is an average of "undivided" dealer prices, ex-tax, in 50 cities.

Tank car index is weighted average of following wholesale markets for regular-grade gasoline, FOB refineries or terminals: Okla., Mid-Western, W. Penna., Calif., N. Y. Harbor, Philadelphia, Jacksonville, Boston and Gulf Coast.

Mid-Continent Lubes

(At Gulf; in packages, FAS, New Orleans, in bulk, FOB terminals)

Prices in Effect Aug. 9

Bright Stock	Steel Drums	Bulk
D color, Vis. at 210°		
150 vis., 0-10 p.p.	(1)50–53(1)	(1)42–44(1)

Wax

Melting points are AMP, 3° higher than EMP. Prices are for carload lots. Domestic prices are FOB refinery; scale in bags or bbls.; fully refined, slabs loose. Export prices are FAS; scale in bags or bbls.; fully refined in bags or cartons.

Prices in Effect Aug. 9

Crude Scale	New Orleans Export	N.Y. Domestic	N.Y. Export
124-6 Yellow	....	....	....
122-4 White	(2)7-7.25(2)	....	....
124-6 White	7.3(1) (2)7-7.25(2)		(1)6.75-7.55(1)
Fully Refined:			
123-5	.... (1)7.05-7.3(1)		....
125-7	8.15(1)	(2)7.15-7.3(1)	(1)8.1-9.25(1)
128-30	8.25(1)	(2)7.25-7.6(1)	(1)8.2-9.5(1)
130-32	8.5(1)	(1)7.5-7.85(1)	8.45(1)
133-5	8.55(1)	(2)7.55-8.05(1)	(1)8.5-10(1)
135-7	8.8(1)	(1)7.8-8.3(1)	8.75(1)

Naphtha

Prices in Effect Aug. 9

	V.M.&P. Naphtha	Mineral Spirits
New York Harbor	15(4)	14(5)
Philadelphia	15(4)	14(5)
Baltimore	....	13.5(4)
Boston	15.5(4)	14.5(5)
Providence	....	14.5(3)

Export Prices

Prices in Effect Aug. 9

	Mexican Gulf Ports U. S. Dollars per Bbl. Bunker C (Ships' Bunkers)	Diesel (Ships' Bunkers)
Tampico	$2.65	$3.75
Veracruz	2.65	....
Minatitlan	2.65	3.75
	Pacific Coast	
Guaymas	$3.16	$3.95
Manzanillo	3.16	3.66
Salina Cruz	3.16	3.50

Pacific Coast

Prices in Effect Aug. 9

(In Ship's Bunkers, Diesel Fuel or Deep Tank Lots)	(P.S. 200)	Bunker C Fuel (P.S. 400)
San Pedro, Calif.	$3.18(4)	$2.10(4)
San Francisco	3.39(4)	(3)2.15–2.20(1)
Portland, Ore.	3.60(4)	2.40(4)
Seattle, Wash.	3.60(4)	2.40(4)

Tanker Rates

Following are USMC rates, c per bbl., Gulf-N. Atlantic not east of N.Y., for vessels 14,000 dwt or over; USMC rates for vessels 9,000/13,999 dwt are 15% higher.

Heavy crude & fuel, 10-19.9 grav.	43.8
Light crude, 30 grav. or lighter	39
Gasoline	32.9
Kerosine	36
No. 2 fuel	38

Refinery & Terminal Prices (Cont.)

Gulf Coast—Cargoes, Domestic & Export, All Ports

Cargo prices are FOB ship at Gulf, minimum of 20,000 bbls., and areby refiners only to other refiners, export agents, or tanker terminal operators. The figure in parentheses after each price indicates the number of companies quoting that price. **Prices in Effect Aug. 9.**

Aviation Gasoline

Grade 115/145 (AN-F-48) ..	18(1)
Grade 100/130 (AN-F-48) ..	16.25(2)
Grade 91/98 (AN-F-48) ...	14–75(1)–15.25(1)
Grade 80 (AN-F-48)	14–25(1)

Motor Gasoline Leaded

*78-78.5 Oct. (Premium) ...	11(1)–11–25(1)–11.75(1)–12.5(1)
†78-78.5 Oct. (Premium) ...	11.75(1)–12(1)–12.75(1)
††78-78.5 Oct. (Premium) ...	12(1)
*74-76 Oct. (Regular)	9(1)–10.5(2)–11(1)–12(1)
†74-76 Oct. (Regular)	9(1)–11(2)–11.75(1)–12(1)
70-72 Oct.	8.5(1)–10.125(1)–10.5(1)–11.25–12(1)–14(1)

* Motor Method & Research octane ratings are approximately same.

† Research octane rating is minimum of 5 points above Motor Method rating.

†† Research octane rating is minimum of 10 points above Motor Method rating.

Kerosine & Light Fuels

41-43 kerosine	9(3)–9.75(1)–10.1(1)–11(1)
No. 2 Fuel	8(3)–9(2)–10(1)–12(1)

Diesel & Gas Oils

43-47 Diesel index	8–25(1)–10(2)–12(1)
48-52 Diesel index	8.25(1)–10(1)–10.25(1)–12(1)
53-57 Diesel index	8.375(2)–10.5(1)–12(1)

Heavy Fuels—Cargoes

No. 5 Fuel, 0–10 p.t.	$3.45(2)
Bunker C Fuel	$2.46(3)–2.50(2)–3.30(2)

Heavy Fuels—Ships' Bunkers (ex lighterage)

Below 28 grav. heavy Diesel	$3.15(1)–$3.40(2)–$3.90(1)
28 grav. & above Diesel ...	$3.55(1)–3.65(2)–3.89(1)–4.10(1)
Bunker C Fuel	$2.50(1)–2.51(5)–2.53(2)–2.55(3)–3.35(1)

Aviation Gasoline & Jet Propulsion Fuel

Prices in Effect Aug. 9

(Prices are for tank cars, barge or truck transport lots; aviation gasolines meet Specification AN-F-48, unless otherwise noted, jet fuel meets AN-F-32.)

District	Aviation Gasoline Grade 115/145	Aviation Gasoline Grade 100/130
New York, N.Y.	19.85(1)	18.1(3)
Boston, Mass. .	....	18.2(2)
Portland, Me. .	....	....
Phila., Pa. ...	....	18.1(1)
Baltimore, Md.	....	18.1(2)
Norfolk, Va....	....	18.1(2)
Charleston, S.C.	....	18(2)
New Orleans, La. (Baton Rouge)	18.75(1)	17(2)
Houston, Tex...	18.75(2)	17(3)

District	Grade 91/98	Grade 80
New York, N.Y.	(2)16.6-16.7(1)	(1)15.7-15.85(1)
Boston, Mass..	16.7(2)	15.95(1)
Portland, Me...	....	17.8(1)
Phila., Pa. ...	16.6(1)	....
Baltimore, Md.	(2)16.6-16.7(1)	(1)15.7-15.85(1)
Norfolk, Va. .	16.6(2)	15.85(1)
Charleston, S.C.	16.5(2)	15.75(1)
New Orleans, La. (Baton Rouge)	15.5(2)	14.75(1)
Houston, Tex.	15.5(3)	14.75(2)

District	Jet Fuel (JP-1-2)
New York, N. Y.	....
Boston, Mass.	....
Portland, Me.	....
Phila., Pa.	....
Baltimore, Md.	....
Norfolk, Va.	....
Charleston, S. C.	....
New Orleans, La. (Baton Rouge)	10.45(1)
Houston, Tex.	10.5(1)

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Other speakers include L. R. Marchant, general manager of the International Co-Operative Petroleum Assn., New York; Harvey Hull, Indiana Farm Bureau Co-Operative Assn., and J. L. Nolan, Farmers Union Central Exchange, St. Paul.

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NATIONAL PETROLEUM NEWS

1213 West 3rd Street . . Cleveland 13, Ohio

Tank Wagon Prices

Commercial or consumer tank car, tank wagon, dealer and service station prices for gasoline do not include taxes; they do, however, include inspection fees as shown below. Gasoline taxes, shown in separate column, include 1.5c federal, and state taxes; also city and county taxes as indicated in footnotes. Kerosine tank wagon prices also do not include taxes; kerosine taxes where levied are indicated in footnotes. Dealer discounts are shown in footnotes. These prices in effect Aug. 9, 1948, as posted by principal marketing companies at their headquarters offices, but subject to later correction.

Inspection fees per gal., included in both gasoline and kerosine prices, unless otherwise specified, are as follows:

Ala. 1/40c on gasoline; Ark. 1/20c; Fla. 1/8c; Ill. 3/100c; Ind. 2/25c; Kans. 1/50c; La. 1/32c; Minn. 5/200c; Neb. 2/100c; Nev. 1/20c; N. C. 1/4c; N. D. 1/20c; Okla. 2/25c; S. C. 1/8c; S. D. 1/40c; Tenn. 2/5c; and Wisc. 3/100c.

Kerosine inspection fees only: Ala. 1/2c; Iowa 1/50c; Mich. 1/5c.

ATLANTIC REFINING

	Atlantic White Flash (Regular Grade) Commercial T.W.	Dealer T.W.	Gasoline Taxes	Kerosine T.W.
Philadelphia, Pa.	12.9	12.9	5.5	13.5
Pittsburgh	13.8	13.8	5.5	14.4
Allentown	13.5	13.5	5.5	14.1
Erie	13.8	13.8	5.5	14.4
Scranton	13.8	13.8	5.5	14.4
Altoona	13.8	13.8	5.5	14.4
Emporium	13.8	13.8	5.5	14.4
Indiana	13.8	13.8	5.5	14.4
Uniontown	13.8	13.8	5.5	14.4
Harrisburg	13.5	13.5	5.5	14.1
Williamsport	13.8	13.8	5.5	14.4
Dover, Del.	13.5	13.5	5.5	14.1
Wilmington	12.9	12.9	5.5	13.5
Boston, Mass.	13.2	13.2	4.5	....
Springfield	°13.8	°13.8	4.5	....
Worcester	13.4	13.4	4.5	....
Fall River	13.2	13.2	4.5	....
Hartford, Conn.	13.8	13.8	5.5	....
New Haven	13.5	13.5	5.5	....
Providence, R. I.	13.2	13.2	5.5	....
Atlantic City, N. J.	....	12.4	4.5	13.3
Camden	....	12.4	4.5	13.3
Trenton	....	12.4	4.5	13.3
Baltimore, Md.	....	12.2	6.5	13.1
Hagerstown	....	13.0	6.5	13.9
Richmond, Va.	....	12.5	7.5	13.7
Wilmington, N. C.	....	12.7	7.5	13.8
Brunswick, Ga.	....	14.5	7.5	14.3
Jacksonville, Fla.	....	13.9	8.5	13.7

	Mineral Spirits T.W.	V.M.&P. T.W.
Philadelphia, Pa.	15.00	16.5
Lancaster, Pa.	16.0	17.5
Pittsburgh, Pa.	17.5	18.5

	Fuel Oils—T.W. 1	2	5	6
Phila., Pa.	13.5	12.0	8.89	8.12
Pittsburgh	....	12.9	....	....
Allentown	14.1	12.6	....	....
Wilmington, Del.	13.5	12.0	....	....
Dover	....	12.6	....	....
Springfield, Mass.	....	°13.2	....	....
Worcester	....	°12.9	....	....
Hartford, Conn.	....	°12.9	....	....

Taxes:

Brunswick, Ga., kerosine price does not include 1c state tax.

Notes:

Kerosine—Thru Penna. & Del., add 2c per gal. for t.w. deliveries of less than 25 gals. at one time.

Mineral Spirits prices also apply to Stoddard Solvent; V.M.&P. prices also apply to Light Cleaners Naphtha.

° Effective Aug. 9.

STANDARD KENTUCKY

	Crown Net Dealer	Gasoline Taxes	Kerosine T.W.	Diesel Fuel Net T.W.
Covington, Ky.	°14.5	8.5	15.5	15.1
Lexington	15.7	8.5	15.5	15.1
Louisville	15.0	8.5	14.8	14.4
Paducah	14.8	8.5	14.6	14.2
Jackson, Miss.	14.4	7.5	14.2	13.8
Vicksburg	13.9	7.5	13.7	13.3
Birmingham, Ala.	14.4	8.5	14.7	13.8
Mobile	13.9	9.5	14.2	13.3
Montgomery	14.5	9.5	14.8	13.9
Atlanta, Ga.	14.6	7.5	14.4	14.0
Augusta	15.1	7.5	14.9	14.5
Macon	14.6	7.5	14.4	14.0
Savannah	13.9	7.5	13.7	13.3
Jacksonville, Fla.	13.9	8.5	13.7	13.3
Miami	14.1	8.5	13.9	13.5
Pensacola	14.0	9.5	13.8	13.4
Tampa	13.9	8.5	13.7	13.3

Taxes:

Gasoline tax column includes these city & county taxes: Mobile, 2c city; Birmingham, 1c county; Montgomery, 1c city & 1c county; Pensacola, 1c city. Other taxes not included in prices: Georgia, kerosine, 1c; Montgomery, kerosine & diesel, 1c; Mississippi, kerosine & diesel, 0.5c.

Notes:

Consumer t.w. prices are same as net dealer prices.

° Effective July 30.

CALIFORNIA STANDARD

	CHEVRON (Regular) T.T.	Retail	Av. 80 T.T.	Gasoline Taxes	Kerosine T.T.
San Fran., Cal.	13.9	17.9	17.4	6.0	15.4
Los Angeles	13.4	17.4	16.9	6.0	14.9
Fresno	15.2	19.2	18.7	6.0	16.7
Phoenix, Ariz.	16.6	20.6	20.1	6.5	18.1
Reno, Nev.	16.4	20.4	19.9	7.0	17.9
Portland, Ore.	14.5	18.5	18.0	6.5	17.5
Seattle, Wash.	14.5	18.5	18.0	6.5	17.5
Spokane	17.3	21.3	20.8	6.5	21.3
Tacoma	14.5	18.5	18.0	6.5	17.5
Boise, Idaho	18.9	....	22.4	7.5	22.2
Salt Lake, U.	16.4	....	19.4	5.5	16.5
Honolulu, T. H.	14.9	19.4	18.4	7.5	16.4
Fairbanks, Alaska	26.2	30.2	29.7	3.5	33.7
Juneau	15.9	19.9	19.4	3.5	18.9

Taxes:

Boise 7.5c tax applies to motor fuel only; avgas taxes are 1.5c federal, 2.5c state. Reno 7c tax includes 1.5c county tax. Honolulu 7.5c tax applies to motor fuel only; avgas taxes are 1.5c federal, 5c territorial; Hawaiian gross income tax also is excluded as follows: from retail price 0.6c per gal., & from TT prices 1% to resellers, 2.5% to consumers.

Notes:

Resale & Commercial Gasoline: T.C. prices for Chevron (regular) are 0.25c per gal. below posted net tank truck prices; Pearl Oil (kerosine) T.C. prices, 3c per gal. below posted net tank truck prices.

Prices for Chevron Supreme (Ethyl) are 1.5c above Chevron (regular). Retail prices for Chevron Supreme are 4.5c above Chevron Supreme tank truck prices except at Honolulu where spread is 5.0c. Prices for Chevron Aviation 91 are 2c above Chevron Aviation 80; for Chevron Aviation 100, 5c above Chevron Aviation 80; for Chevron Aviation 115, 8c above Chevron Aviation 80.

INDIANA STANDARD

	Blue Crown (3rd Grade) Red Crown (Reg. Grade) Red Cr'n. Cons. T.W.	Red Cr'n. Dir. T.W.	Blue Cr'n. Dir. T.W.	Gasoline Taxes	Kerosine T.W.
Chicago, Ill.	17.7	15.7	15.2	4.5	15.9
Decatur	17.5	16.0	15.5	4.5	15.7
Joliet	17.7	16.2	15.7	4.5	15.9
Peoria	17.5	16.0	15.5	4.5	15.7
Evansville, Ind.	17.7	16.2	15.7	5.5	15.9
Indianapolis	17.9	16.4	....	5.5	16.1
South Bend	18.3	16.8	....	5.5	16.5
Detroit, Mich.	16.9	15.4	....	4.5	14.9
Grand Rapids	16.9	15.4	....	4.5	14.9
Saginaw	16.9	15.4	....	4.5	14.9
Green Bay, Wisc.	18.1	16.6	16.1	5.5	16.3
Milwaukee	17.9	16.4	15.9	5.5	16.1
La Crosse	17.8	16.3	....	5.5	16.0
Duluth, Minn.	18.0	16.5	....	5.5	16.2
Mpls.-St. Paul	17.7	16.2	15.7	5.5	15.9
Mankato	17.7	16.2	15.7	5.5	15.9
Des Moines, Ia.	17.2	15.7	15.2	5.5	15.4
Mason City	17.6	16.1	15.6	5.5	15.8
St. Louis, Mo.	17.1	15.6	15.1	4.5	15.3
Kansas City	16.4	14.9	14.4	5.0	14.6
St. Joseph	16.4	14.9	....	4.5	14.6
Fargo, N. D.	18.7	17.2	16.7	5.5	16.9
Huron, S. D.	18.2	16.7	16.2	5.5	16.4
Wichita, Kans.	14.9	14.1	13.6	5.5	13.8
Omaha, Neb.	17.1	15.6	....	6.5	15.3

	Stanavo Aviation Number 80 Cons. T.W.	Taxes
Detroit, Mich.	22.3	4.5
Fargo, N. D.	21.7	5.5
Huron, S. D.	21.2	5.5
Indianapolis, Ind.	20.9	5.5
Kansas City, Mo.	19.4	5.0

(Prices are base prices before discounts)

	Oleum Spirits	V.M.&P. Naphtha	Stanisol	Taxes
Chicago	19.5	20.5	20.0	4.5
Detroit	21.1	22.1	21.6	4.5
K. C., Mo.	18.2	19.2	18.7	1.5
St. Louis	18.9	19.9	19.4	1.5
Milwaukee	19.7	20.7	20.2	5.5
Minneap'lis	19.5	20.5	20.0	1.5

	Fuel Oils T. W. Chicago Standard Heater Oil	Stanolex Furnace Oil
1-99 gals.	15.5	14.8
100-149 gals.	14.5	13.8
150 gals. & over	14.0	....
150-399 gals.	....	13.8
400 gals. & over	....	13.3

	Stanolex Fuel A	Stanolex Fuel C
1-749 gals.	10.55	9.8
750 gals. & over	9.8	9.05

	Stanolex Furnace Oil 1-99 gals.	100 gals. & over
Indianapolis	14.9	13.9
Detroit	14.3	13.3
Milwaukee	14.9	13.9
Minneapolis	14.6	13.6
St. Louis	14.0	13.0
Kansas City	13.4	12.4

Taxes:

Gasoline tax column includes these city taxes: Kansas City, 1.5c; St. Joseph, & St. Louis, 1c. Naphtha tax column includes 1.5c federal & state taxes. Iowa kerosine prices do not include 4c state tax. State sales, occupation, consumer & use taxes to be added where applicable.

Tank Wagon Prices—Continued

	Gasoline Taxes	Mobilgas Grade 80 T.W.	Mobilgas Aircraft Grade 91 T.W.	Mobilgas Grade 100 T.W.	Mobilgas (Regular Grade) Con. Cons. T.C.	Mobilgas (Regular Grade) Con. Cons. T.W.	Mobilgas (Regular Grade) Dir. T.W.	Mobil Kerosine T.C.	Mobil Kerosine Yard	Mobil Kerosine T.W.	Mobilfuel Diesel T.C.	Mobilfuel Diesel T.W.	MOBILHEAT (No. 2 Fuel) T.C.	MOBILHEAT (No. 2 Fuel) Yard	MOBILHEAT (No. 2 Fuel) T.W.	S/V No. 5 Fuel T.W.	S/V No. 6 Fuel T.W.
New York City:																	
Manhattan	5.5	....	19.5	....	....	13.3	13.3	....	....	14.5	....	13.3	....	....	12.9	11.9	8.16
Bronx	5.5	....	19.5	....	....	13.3	13.3	....	....	14.5	....	13.3	....	....	12.9	11.9	8.16
Kings	5.5	....	19.5	....	....	13.3	13.3	10.7	11.4	14.5	....	13.3	9.7	10.2	12.9	11.9	8.16
Queens	5.5	....	19.5	....	....	13.3	13.3	....	....	14.5	..	13.3	....	....	12.9	11.9	8.16
Richmond	5.5	....	18.9	21.2	....	13.2	13.2	10.6	10.9	13.8	....	13.0	9.6	10.0	12.6	11.9	....
Albany, N. Y.	5.5	19.1	20.1	22.35	12.0	13.1	13.1	10.7	10.9	13.7	10.2	12.6	9.8	10.0	12.2	10.7	8.6
Binghamton	5.5	....	....	....	13.7	14.6	14.6	12.8	13.0	15.8	....	14.3	11.7	11.9	13.9	....	....
Buffalo	5.5	20.0	21.0	23.25	12.8	13.8	13.8	11.9	12.3	15.1	11.3	14.1	10.9	11.3	13.7	....	....
Jamestown	5.5	20.1	....	....	13.3	14.4	14.4	12.1	....	15.5	....	14.7	11.8	....	14.3	....	....
Mt. Vernon	5.5	....	....	....	....	13.8	13.8	....	11.5	14.4	....	13.2	....	10.3	12.8	12.1	....
Plattsburg	5.5	....	....	....	....	14.3	14.3	12.0	12.2	15.2	....	....	11.1	11.3	13.5	....	....
Rochester	5.5	19.9	20.9	....	13.3	14.3	14.3	12.1	12.1	15.3	....	13.8	11.0	11.0	13.4	....	....
Syracuse	5.5	19.6	20.6	....	13.0	13.9	13.9	12.4	12.8	15.6	11.5	14.0	11.1	11.3	13.6	....	....
Bridgeport, Conn.	5.5	....	....	....	....	13.3	13.3	10.7	10.9	....	....	....	9.8	10.0	12.3	....	....
Danbury	5.5	....	....	....	....	14.1	14.1	....	12.1	....	....	....	....	11.2	13.2	....	....
Hartford	5.5	....	....	....	12.4	13.7	13.7	11.4	11.6	....	10.8	13.3	10.4	10.6	12.9	....	....
New Haven	5.5	18.8	....	....	12.2	13.4	13.4	10.7	10.9	....	10.2	12.7	9.8	10.0	12.3	....	....
Bangor, Me.	7.5	19.9	....	....	12.5	14.0	14.0	11.7	....	15.0	11.1	13.3	10.7	....	12.9	....	....
Portland	7.5	19.0	20.0	....	12.0	13.2	13.2	10.9	....	14.2	10.3	12.7	9.9	....	12.3	....	....
Boston, Mass.	4.5	17.2	18.2	20.45	12.0	13.1	13.1	10.8	....	14.3	10.2	13.0	9.8	....	12.6	$4.123	$3.431
Concord, N. H.	5.5	....	....	....	....	14.3	14.3	....	12.7	15.9	....	13.8	....	11.4	13.4	....	....
Lancaster	5.5	....	....	....	....	15.5	15.5	....	13.6	16.5	....	15.0	....	12.5	14.6	....	....
Manchester	5.5	....	....	....	....	14.0	14.0	....	12.2	15.3	....	13.5	....	11.1	13.1	....	....
Providence, R. I.	5.5	18.2	19.2	....	12.0	13.1	13.1	10.8	11.4	14.1	10.2	12.9	9.8	10.2	12.4	$4.143	$3.265
Burlington, Vt.	6.0	19.5	....	....	13.0	14.1	14.1	12.0	12.2	....	11.5	13.9	11.1	11.3	13.5	....	....
Rutland	6.0	....	....	....	....	14.5	14.5	....	12.5	....	....	14.1	....	11.5	13.7	....	....

Tank Wagon Prices:	Buffalo	N. Y. City	Rochester	Syracuse	Boston	Hartford	Providence
Mineral Spirits	16.5	15.0	17.5	18.5	16.0	17.5	16.5
V.M.&P. Naphtha	18.5	16.5	19.0	23.0	17.5	19.0	18.5

Taxes: N.Y.C. prices do not include 2% city sales tax applicable to price of gasoline (ex tax).
Discounts: Diesel—0.5c per gal. for single delivery of 800 gals. or more.
Notes: Syracuse V.M.&P. price is in steel barrels. Jamestown t.c. prices are delivered prices; all other t.c. prices are FOB bulk terminals. No. 5 fuel prices at Boston & Providence are for 15-60 p.t. oil; at other points, for 0-10 p.t. oil.

ESSO STANDARD

	Esso (Regular Grade) Consumer Tank Wagon	Dealer T.W.	Gasoline Taxes	Kerosine T.W.
Atlantic City, N. J.	12.3	12.8	4.5	13.3
Newark	12.3	12.8	4.5	13.3
Baltimore, Md.	12.2	12.7	6.5	13.1
Cumberland	13.4	13.9	6.5	14.5
Washington, D. C.	12.6	13.1	5.5	13.5
Danville, Va.	13.2	13.2	7.5	14.4
Petersburg	12.8	12.8	7.5	14.0
Norfolk	12.1	12.1	7.5	13.4
Richmond	12.5	12.5	7.5	13.7
Roanoke	14.1	14.1	7.5	15.3
Charleston, W. Va.	13.9	13.9	6.5	15.2
Fairmont	13.8	13.8	6.5	15.5
Parkersburg	13.8	13.8	6.5	13.8
Wheeling	13.5	13.5	6.5	16.4
Charlotte, N. C.	13.7	13.7	7.5	14.1
Hickory	13.9	13.9	7.5	14.3
Mt. Airy	14.2	14.2	7.5	14.6
Raleigh	14.4	14.4	7.5	14.8
Salisbury	13.4	13.4	7.5	13.8
Charleston, S. C.	12.6	12.6	7.5	....
Columbia	14.0	14.0	7.5	....
Spartanburg	13.2	13.2	7.5	....
New Orleans, La.	12.4	12.4	10.5	12.9
Baton Rouge	12.1	12.1	10.5	12.5
Alexandria	13.4	13.4	10.5	14.0
Lake Charles	12.2	12.2	10.5	13.3
Shreveport	13.7	13.7	10.5	13.0
New Iberia	12.5	12.5	10.5	12.9
Knoxville, Tenn.	13.5	13.5	8.5	13.9
Memphis	13.2	13.2	8.5	13.7
Chattanooga	13.3	13.3	8.5	13.7
Nashville	13.8	13.8	8.5	14.3
Bristol	14.6	14.6	8.5	15.0
Little Rock, Ark.	13.8	13.8	8.0	14.3

	Mineral Spirits T.W.	V.M.&P. T.W.
Newark, N. J.	15.0	16.5
Baltimore, Md.	17.5	....
Washington, D. C.	17.5	....
Fuel Oil—T.W.	**No. 1**	**No. 2**
Atlantic City, N. J.	13.3	12.0
Newark	13.3	12.0
Baltimore, Md.	13.1	11.9
Washington, D. C.	13.5	12.3
Norfolk, Va.	13.4	11.4
Petersburg	14.0	12.1
Richmond	13.7	11.8
Charlotte, N. C.	14.1	12.4
Hickory	14.3	12.7
Raleigh	14.8	13.3
Charleston, S. C.	....	11.8
Columbia	....	12.9
Spartanburg	....	12.3

Taxes: Louisiana kerosine prices do not include 1c state tax.

Discounts:
Kerosine, Nos. 1 & 2 Fuels—0.7c in all states except Ark.

Naphtha—Newark t.w. prices are for deliveries of 200 gals. or more; less than 200 gals., 0.5c over posted t.w. prices; steel barrel deliveries, 2c over posted t.w. prices. Baltimore & Washington prices are for t.w. deliveries of 25-99 gals., no discounts.

Notes:
Effective Dec. 22, minimum retail resale price of 16.3c for Esso Gasoline posted throughout New Jersey.

OHIO STANDARD

	Sohio X-70 Gasoline (Regular Grade) Consumers T.W.	Resellers	Gasoline S.S. Taxes	Kerosine T.W.
Ohio, Statewide	18.5	15.00	19.0	5.5	14.5
Akron	18.5	15.00	19.0	5.5	14.5
Canton	18.5	15.00	19.0	5.5	14.5
Cincinnati	18.5	15.00	19.0	5.5	14.5
Cleveland	18.5	15.00	19.0	5.5	14.5
Columbus	18.5	15.00	19.0	5.5	14.5
Dayton	18.5	15.00	19.0	5.5	14.5
Lima	18.5	15.00	19.0	5.5	14.5
Mansfield	18.5	15.00	19.0	5.5	14.5
Marion	18.5	15.00	19.0	5.5	14.5
Portsmouth	18.5	15.00	19.0	5.5	14.5
Toledo	18.5	15.00	19.0	5.5	14.5
Youngstown	18.5	15.00	19.0	5.5	14.5
Zanesville	18.5	15.00	19.0	5.5	14.5

Aviation Gasoline—Statewide	Consumer T.W.	Gasoline Taxes
Sohio Aviation Gasoline 62 Octane (Clear)	20.0	5.5
Esso (Clear) Avia. Grade 80	22.0	5.5
Esso Aviation Grade 91	23.0	5.5
Esso Aviation Grade 100	26.0	5.5

Naphtha—T.W.	Statewide
S.R. Solvent	20.0
D. C. Naphtha	20.5
V.M.&P. Naphtha	20.5
Varnolene	20.5
Sohio Solvent	20.5

Fuel Oils—T.W.	No. 1	No. 2	No. 3
Ohio, Statewide	14.5	14.5	13.5

Taxes:
Effective Jan. 1, 1948, hangar operators can purchase aviation gasoline less 4c per gal. State Road Tax by supporting purchase with State Tax Exemption Form A-10 to supplier.
Discounts:
Esso aviation—on contract to hangar operators and resellers, 2c off consumer t.w.
Fuel oils—Statewide prices are for t.w. & drum deliveries of 50 gals. or more; prices for deliveries of less than 50 gals. are 0.5c higher.
Naphthas—to contract consumers off t.w. prices—Statewide: 300 to 999 gals., 0.5c; 1000 to 2499 gals., 0.75c; 2500 to 4999 gals., 1c; 5000 or more gals., 1.5c. Lucas County: Less than 50 gals., tank wagon price, 50 to 249 gals., 0.50c; 250 to 499 gals., 1c; 500 gals. or over 1.5c.
Notes:
Renown (third-grade) gasoline prices are same as X-70 unless otherwise noted. S.S. prices are at company-operated stations. Statewide prices are subject to exceptions other than those shown.

TEXAS CO.

	Fire-Chief Gasoline (Regular Grade) Dealer T.W.	Gasoline Taxes	Kerosine Dealer T.W.
Dallas, Tex.	13.0	5.5	11.85
Fort Worth	13.0	5.5	11.85
Wichita Falls	13.0	5.5	11.85
Amarillo	13.0	5.5	11.85
Tyler	13.0	5.5	11.85
El Paso	15.0	5.5	12.85
San Angelo	13.0	5.5	11.85
Waco	13.0	5.5	11.85
Austin	13.0	5.5	11.85
Houston	13.0	5.5	11.85
San Antonio	13.0	5.5	11.85
Port Arthur	13.0	5.5	11.85

Notes:
Dealer t.w. prices apply also to all classes of consumers with minimum delivery of 50 gals.

CONT'L OIL

(N. B. Prices are Continental's "normal" prices. Current selling prices may be lower than "normal" because of local competition.)

	Conoco N-tane (regular) Tank Wagon	Demand (3rd Grade) Tank Wagon	Gasoline Taxes	Kerosine T.W.
Denver, Col.	14.8	13.8	7.5	15.9
Grand Junc.	17.2	16.2	7.5	17.3
Pueblo	15.8	14.8	7.5	15.5
Casper, Wyo.	15.7	14.7	6.5	14.9
Cheyenne	15.8	14.8	6.5	16.4
Billings, Mont.	17.0	16.0	6.5	16.2
Butte	18.0	17.0	6.5	17.9
Great Falls	17.0	16.0	6.5	17.9
Helena	17.5	16.5	6.5	17.9
Salt Lake, U.	16.4	15.4	5.5	16.5
Twin Falls, Ida.	19.1	18.1	7.5	19.2
Albuquer., N. M.	15.5	14.5	7.0	14.9
Roswell	14.8	13.8	7.0	14.2
Santa Fe	15.8	14.8	7.5	15.2
Muskogee, Okla.	14.0	13.0	7.0	12.9
Oklahoma City	14.0	13.0	7.0	12.9
Tulsa	14.0	13.0	7.0	12.9

Taxes:
Gasoline tax column includes these city taxes: Albuquerque & Roswell, 0.5c; Santa Fe, 1c; Cheyenne, 1c; Casper, 1c.
Notes:
T.W. prices are to consumers & dealers.

HUMBLE OIL

	Humble (Regular) Tank Wagon	Retail	Gasoline Taxes
Dallas, Tex.	13.0	17.5	5.5
Ft. Worth	13.0	17.5	5.5
Houston	13.0	17.5	5.5
San Antonio	13.0	17.5	5.5

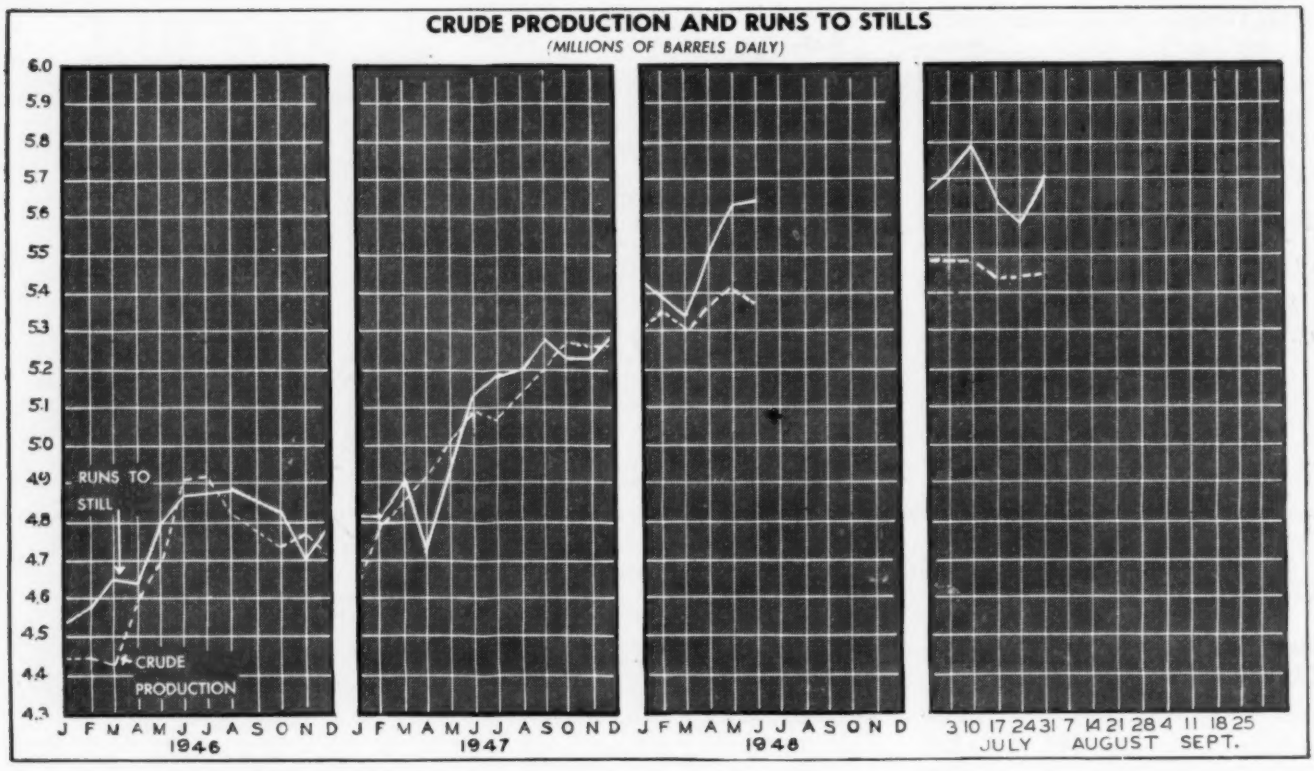
	Kerosine Tank Wagon	Retail
Dallas, Tex.	11.85	15.75
Ft. Worth	11.85	15.75
Houston	11.85	15.75
San Antonio	11.85	15.75

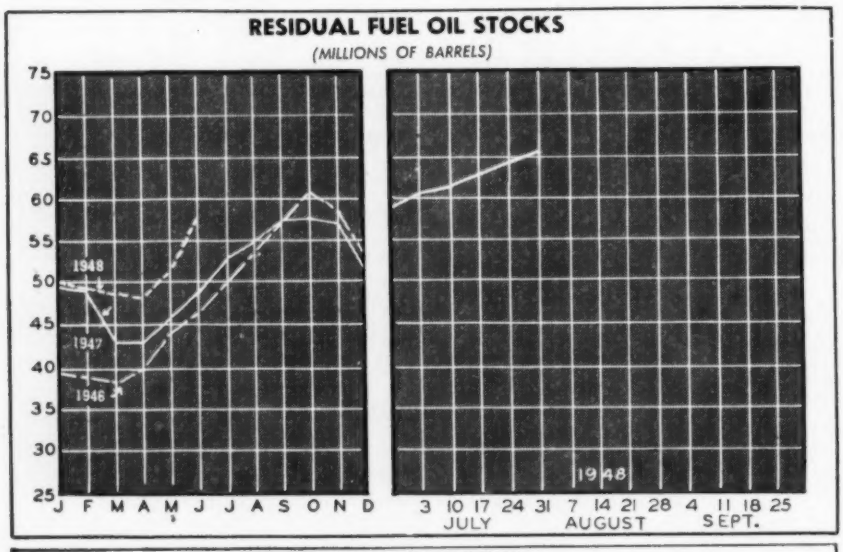
Notes:
T.W. prices are to all classes of dealers and consumers.

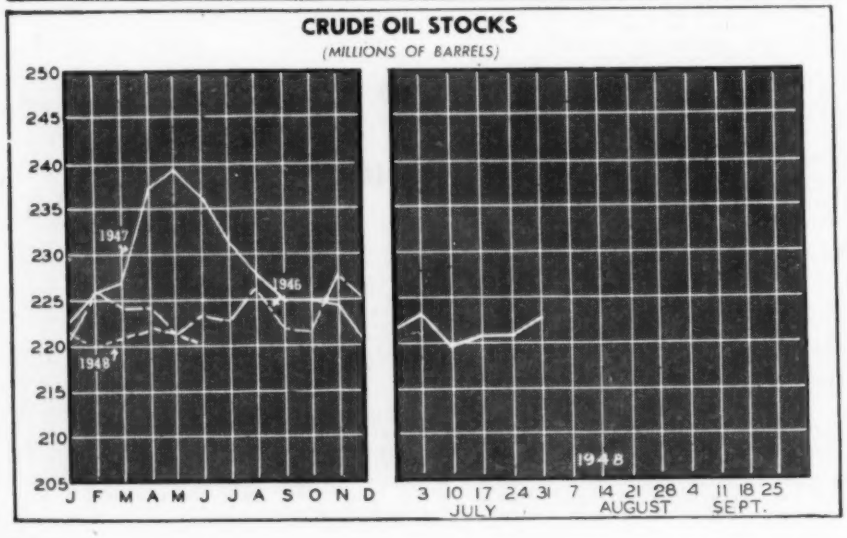
IMPERIAL OIL

	Esso Gasoline (Regular Grade) Gasoline T.W.	Gasoline Taxes	Kerosine T.W.
Hamilton, Ont.	21.0	11.0	23.0
Toronto	21.0	11.0	23.0
Brandon, Man.	27.2	9.0	29.2
Winnipeg	25.4	9.0	27.4
Regina, Sask.	24.0	10.0	28.0
Saskatoon	28.8	10.0	30.8
Edmonton, Alta.	23.1	9.0	25.1
Calgary	22.2	9.0	24.2
Vancouver, B. C.	19.5	10.0	24.0
Montreal, Que.	21.0	11.0	23.0
St. John, N.B.	18.0	13.0	22.0
Halifax, N. S.	18.0	13.0	22.0

Taxes:
Gasoline taxes are provincial taxes.
Notes:
Prices are per imperial gal. which is 1.2 U.S. gals. T.W. prices are to divided & undivided dealers.







Daily Average Penna. Crude Runs to Stills

(Compiled by National Petroleum Assn., from reports of all companies refining Pennsylvania crude. Figures in bbls.)

Week Ended July 31, 1948	Week Ended July 24, 1948	Week Ended August 2, 1947
56,753	54,185	56,830

Crude Oil Stocks

(Bureau of Mines figures in thousands of barrels)

	July 24	July 31	July 24
Pennsylvania Grade	2,771	2,792	+21
Other Appalachian	987	1,016	+29
Lima-Michigan	918	943	+25
Illinois-Indiana	10,546	10,774	+228
Arkansas	2,579	2,574	—5
Kansas	7,892	7,810	—82
Louisiana:	10,545	10,658	+113
North	3,075	2,919	—156
Gulf	7,470	7,739	+269
Mississippi	2,894	2,803	—91
New Mexico	5,766	5,822	+56
Oklahoma	26,342	26,469	+127
Texas:	112,238	113,256	+1,018
East Texas	15,837	15,893	+56
West Texas	43,516	43,700	+184
Gulf Texas	28,593	28,558	—35
Other Texas	24,292	25,105	+318
Panhandle	3,866	3,982	+116
North	6,363	6,567	+204
South	4,962	5,121	+159
Other	9,101	9,435	+334
Rocky Mountain	9,387	9,362	—25
California	22,903	23,307	+404
Foreign	5,529	5,551	+22
Total gasoline bearing in U.S.	221,297	223,137	+1,840
Heavy in California	7,310	7,583	+273
Total located in Bureau of Mines' East Coast District	15,675	14,590	—1,085

REFINERY OPERATIONS

(American Petroleum Institute figures in thousands of barrels of 42 gallon each. Figures include reported totals plus estimate of unreported amounts and are therefore on a Bureau of Mines basis.)

Districts	Crude Runs to Stills: Daily Average Week Ended		Crude Runs to Stills: % Operated Week Ended		Gasoline Production at Refineries Inc. Natural Blended Week Ended		Kerosine Production Week Ended		Gas Oil & Dist. Fuel Oil Production Week Ended	
	July 31	July 24	July 31	July 24	July 31	July 24	July 31	July 24	July 31	July 24
East Coast	879	885	105.9	106.6	2,253	2,277	250	329	1,048	1,128
Appalachian (Dist. 1)	110	99	89.4	80.5	346	358	63	50	96	102
Appalachian (Dist. 2)	31	32	45.6	47.1	95	84	17	3	29	40
Ind., Ill., Ky.	971	945	98.7	96.0	3,310	3,645	367	406	1,001	863
Okla., Kans., Mo.	469	454	97.5	94.4	1,687	1,643	127	187	641	570
Inland Texas	244	252	83.8	86.6	1,054	1,062	95	99	200	201
Texas Gulf Coast	1,441	1,381	105.5	101.1	4,372	4,431	755	636	2,040	2,056
Louisiana Gulf Coast	437	447	117.5	120.2	1,279	1,174	282	321	727	585
No. La. & Arkansas	90	85	74.4	70.2	214	215	55	53	109	94
Rocky Mt. (Dist. 3)	11	12	73.3	80.0	37	42	7	7	10	12
Rocky Mt. (Dist. 4)	155	157	88.6	89.7	431	437	29	29	185	187
California	880	842	84.5	80.9	2,568	2,511	166	46	737	787
Total U.S.—B. of M. Basis, July 24, 1948.	†5,718	5,591	97.5	95.3	17,646	17,879	2,213	2,166	6,823	6,625
U. S.—B. of M. Basis, July 26, 1947	5,309				16,558		2,055		6,070	

Districts	Residual Fuel Oil Production Week Ended		Total Stocks Kerosine Week Ended		Total Stocks Gas Oil and Distillates Week Ended		Total Stocks Residual Fuel Oil Week Ended		Stocks of Finished and Unfinished Gasoline Week Ended		Per Cent Daily Refining Capacity Reported Week Ended
	July 31	July 24	July 31	July 24	July 31	July 24	July 31	July 24	July 31	July 24	July 31
East Coast	1,435	1,504	9,602	9,273	16,899	16,060	11,127	10,889	24,302	24,756	99.5
Appalachian (Dist. 1)	97	91	416	391	547	532	404	401	2,079	2,059	90.6
Appalachian (Dist. 2)	70	74	85	78	204	202	136	128	775	875	100.0
Ind., Ill., Ky.	1,213	1,102	3,730	3,601	8,542	7,956	5,353	5,226	20,534	20,652	91.6
Okla., Kans., Mo.	574	523	1,299	1,271	4,327	4,143	1,966	1,925	8,473	8,574	82.6
Inland Texas	369	396	834	811	743	592	810	828	3,334	3,077	70.8
Texas Gulf Coast	1,922	1,852	2,126	2,100	7,241	7,444	6,879	6,706	15,267	15,109	92.5
Louisiana Gulf Coast	579	608	1,297	1,287	3,528	3,388	1,776	1,704	4,759	5,176	97.8
No. La. & Arkansas	150	146	515	509	459	459	295	298	2,172	2,245	79.0
Rocky Mt. (Dist. 3)	26	28	25	25	27	27	34	32	78	75	21.9
Rocky Mt. (Dist. 4)	225	218	250	238	1,121	1,082	901	889	2,260	2,382	70.0
California	2,420	2,283	872	798	13,023	12,771	36,032	35,530	15,083	15,661	87.5
Total U.S.—B. of M. Basis, July 24, 1948.	9,080	8,825	21,051	20,382	56,661	54,756	65,713	64,556	*99,116	100,641	90.0
U. S.—B. of M. Basis, July 26, 1947	8,563		17,769		46,693		52,935		**86,032		

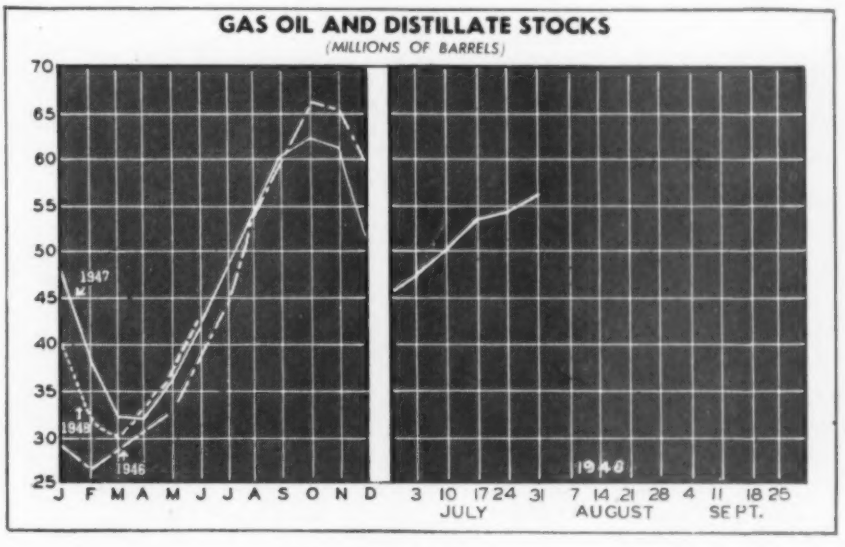
Unfinished gasoline stocks included are: * 8,510,000 bbls.; ** 8,960,000 bbls.; † includes 371,000 bbls. daily, foreign crude runs.

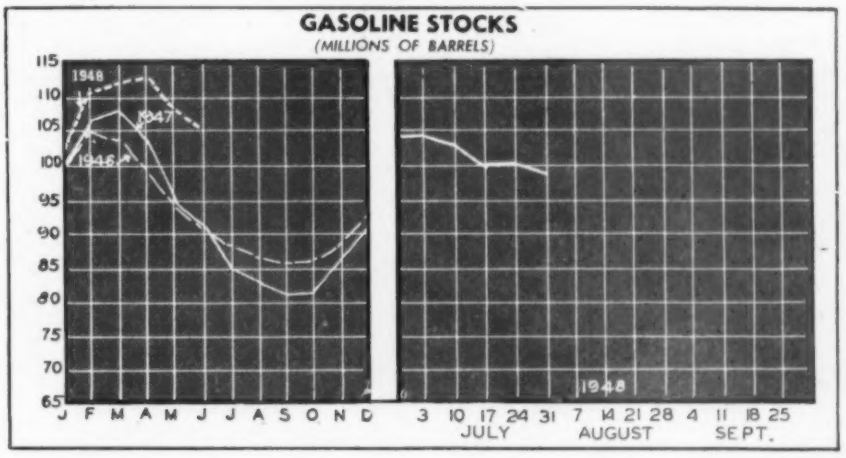
U. S. Crude Production

(American Petroleum Institute figures)

	WEEK ENDED July 31 Barrels (Daily Average)	July 24 Barrels (Daily Average)
*New York-Penna.	49,400	46,750
Florida	900	850
*West Virginia	7,250	7,550
*Virginia	100	100
*Ohio—Southeast	7,850	7,300
Ohio—Other	2,200	2,200
Indiana	20,800	20,600
Illinois	172,850	171,250
Kentucky	24,550	24,300
Michigan	44,750	43,900
Nebraska **	400	400
Kansas **	300,900	292,900
Oklahoma **	423,150	420,200
Texas:		
District 1	29,050	29,050
District 2	178,400	178,400
District 3	489,950	489,950
District 4	246,950	246,950
District 5	48,600	48,600
East Texas	303,000	303,000
Other District 6	121,500	121,500
District 7-B	49,300	49,300
District 7-C	42,750	42,750
District 8	684,100	684,100
District 9	133,700	133,700
District 10	88,200	88,200
Total Texas	2,415,500	2,415,500
North Louisiana	113,100	113,350
South Louisiana	363,100	363,100
Total Louisiana	476,200	476,450
Arkansas	81,250	82,550
Mississippi	126,000	132,500
Alabama	1,350	1,400
New Mexico—Southeast	128,700	128,700
New Mexico—Other	400	400
Wyoming	148,450	149,650
Montana	26,700	26,600
Colorado	46,900	48,250
California	948,900	947,500
Total U. S.	5,455,450	5,447,800
*Penna Grade crude included	64,600	61,700

** Okla., Kansas, Neb. figures are for week ended 7 a.m. July 29, 1948.





CLASSIFIED

Business Opportunity

EUROPEAN OIL FIRM with sales offices in all Marshall countries, establishing office in the United States, desires connections with refiners and manufacturers of motor-, diesel-, tractor-, aviation-oil-, bright stocks, cylinder stocks, petroleum, asphalts, ceresine, ozakerine, petroleum chemicals, parafinwaxes, abietic acid crystals, Carnubal Wax compound, Plio Wax, Shellac, medicinal and technical white oils and petrolatums. Write preferably with specifications to box No. 81, Ambler, Penna.

Situations Open

WANTED: Process Engineer—With Several Years Experience—for Oklahoma Refinery. Send full particulars on education, experience and salary expected. Box 448.

WANTED: Refinery Chemist—Recent Graduate Preferred—for Oklahoma Refinery. Send full particulars regarding experience, education, availability, and salary expected. Box 447.

OPPORTUNITY

Man we want is probably college graduate 28 to 32 years of age, with two to five years experience in tank car marketing department of major or large independent oil company. To be the man we want, he must have pleasing sales personality, be a good correspondent, and meet and wear well with customers. He must also have the desire and executive capacity to accept responsibility. For such a man, this 30 year old growing, independent, well-rounded oil company has position which will lead to advancement. Real opportunity for qualified person. Replies held confidential.

POST OFFICE BOX 2240
WICHITA, KANSAS

Wanted to Buy

WANTED TO BUY

Oil Storage Tanks, Used, for erection in Pittsburgh

1—100,000 or 1—75,000 gal.
or
2—50,000 gal.

State condition, price and location.

BOX 450

WANT TO BUY TANKS

6—10,000 to 25,000 GAL. HORIZ.
4—5,000 & 10,000 BBL. VERT.
4—55,000 to 80,000 BBL. VERT.

R. C. STANHOPE, INC.
60 E. 42nd St.
N. Y. 17, N.Y.

STEEL DRUMS

We can furnish you with reconditioned steel drums at any point. Let us have your requirements. We will also buy your empty drums.

BUCKEYE COOPERAGE COMPANY
3800 Orange Ave. Cleveland 15, Ohio
Phone EXpress 3383

Classified Rates

Undisplayed

"For Sale," "Wanted to Buy," "Help Wanted," "Business Opportunities," "Miscellaneous" classifications, set in type this size without border—25 cents a word. Minimum charge, $6.25 per insertion.

"Position Wanted"—10 cents a word. Minimum charge $2.00 per insertion. Box number counts 3 words.

Displayed

Advertisements set in special type or with border—$10.00 per column inch.

Copy must reach us not later than Wednesday preceding date of issue.

All classified advertisements are payable in advance.

No agency commission or cash discounts on classified Advertisements.

For Sale

PRICES REDUCED

PUMPS, 30 gpm @ 1900 rpm, 1¼" openings, built-in bypass, manual volume control, Yale (& Towne) Model 20-DV, new .....$35.

NEOPRENE HOSE, 1½" size, 30 foot length circular woven wire inserted semi-rigid construction, estimated to stand 250 lbs. p.s.i. pressure, complete with male and female couplings, new .....$15.

GASOLINE ENGINES, 1½ HP, Briggs & Stratton, 1900 rpm, ball bearing speed reducer Model NPR, with all standard equipment, new.....$45.

J. A. POSTELL
936 West Peachtree St., N.W.,
Atlanta 3, Ga.

FOR SALE

DIESELS and PUMPS

Six new 1947 unused 475 BHP 5 cylinder Baldwin Model VG Diesel Engines, four connected to Ingersoll-Rand Multi-stage Centrifugal Pumps with Farrel-Birmingham Step-up Gears and two connected to Worthington Horizontal Triplex Double Acting Pumps, all units complete with Falk Couplings, Lummus Coolers, other accessories.

Location Ohio, immediate delivery, Direct inquires to:

THE BUCKEYE PIPE LINE COMPANY

Joseph Steel, Purchasing Agent,
Room 2200, 30 Broad Street,
New York 4, N. Y.

FOR SALE

1—4000 gallon 2 compartment Butler twin tank semi-trailer, built in 1940 for present owner. Equipped with 10:00x22 tires, Budd wheels, Westinghouse airbrakes, Brodie meter, quantrol, ticket printer, electric hose reel, 100 feet 1¼" hose and nozzle, metering cabinet (right side). This is a handsome, light weight unit in first-class condition, ready to roll. Price $1,950.00.

2—1947 Brockway 154WH tractors, mileages 61,000 and 66,000. Carbon and ring jobs completed as all our equipment receives this service at approximately 60,000 miles. Units equipped with Snyder gas tanks, air operated Eaton 21,500-pound axles, Elliston Electric sanders, power take-offs, Yale & Town 80-gallon per minute bypass head pump, 10:00x22 Budd wheels, airbrakes, air horns, heaters, etc. Price $4,500.00 per unit.

Pictures of all equipment furnished on request.

PETROLEUM SOLVENTS CO. OF PENNA.

Butler, Pennsylvania

For Sale

FOR SALE: 2600 gallon 6 compartment Butler Transport, compartments divided 360—360—440—440—475—525. Price $1800.00; Also 4000 gallon Standard Steel 2 compartments. Price $1000.00. G. E. Bobbitt, 1209 Insurance Bldg., Raleigh, N. C.

FOR SALE: Two—1944 Brockway Truck Tractors. Model 260XW, 149" Wheel Base with Fifth Wheel and Saddle Tanks, both in excellent condition. One — 1940 Brockway three-ton Truck, Model 128, first class condition. Oil Marketers Corp., 131 Mill St., Bradford, Pa.

FOR SALE: immed. delivery, 7,000 F-style one-gal. cans with screw tops, perf. condition. Present lithographed design can be concealed with paint or wrap-around label. Ten cents each. F.O.B. Mpls. W. H. BARBER COMPANY, Box 630, Minneapolis.

FOR SALE

1943 White Tractor, Model WA-120, Cab Over Engine. Vacuum brakes. Has been used for pulling a 3600 gallon tank trailer. Good running condition. $1,025.

L. P. STEUART & BRO., INC.
138 12th Street, N. E.
Washington 2, D. C.

STEEL STORAGE TANKS

10,000 to 20,000 gallon

Horizontal or Vertical—New

W. H. DYER CO., INC.
1850-P Railway Exchange Bldg.
St. Louis 1, Mo.

STEEL TANKS IN STOCK

2—74,000 BBL. AT MORGANTOWN, W. VA.
3—3000 BBL. AT KANSAS CITY, MO.
1—4000 BBL. AT HEMPSTEAD, L. I.
2—10,000 BBL. AT NEW YORK, N. Y.

DARIEN CORP.
60 E. 42nd St.
N. Y. 17, N. Y.

STORAGE TANKS

3—5' x 8' Welded
2—12' x 20' Riveted
1—10' x 34' Riveted
1—3'6" x 5'
1—5' x 12' Welded
with steel saddles
2—43" x 85"—Copper—Welded
4—24" x 74"—jacketed
1—94' x 30'
1—9' x 10' x ⅝" Riveted

WEINSTEIN CO.
610 W. 8th St., Jamestown, N. Y.
Telephone 6-154

FOR SALE

STEEL STORAGE TANKS

1—9800-Gallon, Horizontal, 8' x 26'
4—8000-Gallon, Tank Car Tanks, Coiled and Non-Coiled
2—10000-Gallon, Tank Car Tanks, Coiled and Non-Coiled
4—12000 - Gallon Industrial Tanks, Horizontal
1—15000-Gallon, Industrial Tank, Horizontal
1—5500-Barrel, Vertical, Bolted Type

OTHER TANKS TOO!

IRON & STEEL PRODUCTS, INC.

43 years' experience

13456A S. Brainard Ave.,

Chicago 33, Illinois

"ANYTHING containing IRON or STEEL"

About Oil People

Young Jobbers

Thomas (left) and Van Noy Thornhill are shown here trying to keep cool on a hot day in Tulsa while attending sessions of the National LP-Gas Institute

Two young brothers, who have been surrounded with the problems of Independent gasoline and fuel oil distribution since birth and who firmly believe that the economy of the nation revolves, to a major degree, around the oil industry, will shortly embark on oil industry careers. They will concentrate on the marketing of liquefied petroleum gases and equipment, as well as other oil products in South Carolina.

Van Noy and Thomas E. Thornhill, both now attending the National LP-gas Institute in Tulsa, are the sons of W. W. Thornhill, founder of the Charleston Oil Co., Charleston, S. C. They look forward to a hard battle in getting started in the LP-gas field, but maintain that economic forces have tried but not yet succeeded in "cleaning out the little man, and they will not clean us out either."

Van Noy, 25, and Thomas, 19, believe that prospects for LPG marketing in the Charleston area are bright, stating that within a 10-mile radius of Charleston there are 250,000 people, of whom 60,000 are served with manufactured gas, the rest with coal, wood and fuel oil. With only two jobbers now serving the area, the young brothers say that plenty of opportunity for business remains. Thomas, who has studied the principles of carburetion, is particularly interested, and sees great possibilities, in introducing truck and bus operators to the merits of propane as fuel for vehicles.

Van, who expects to join Charleston Oil as soon as he can establish a home there for his wife and himself, was graduated from Clemson Agricultural and Mechanical College, Clemson, S. C. While in school, he won letters in track and basketball, was president of the Senior Council (student governing body), and gained mention in "Who's Who in American Colleges." During World War II, after earning a commission as second lieutenant at Officer's Training School, Ft. Belvoir, Va., he served with the 178th Engineering Combat Battalion in Europe. Possessor of four battle stars and the Bronze Star, he was discharged in July, 1946, with reserve captaincy status.

Thomas intends to work for Seaboard Gas Co., propane distributor in which his father has interest, immediately after completing a year of post-graduate work in business administration at Babson's Institute, Boston. Also a Clemson graduate, Thomas has a degree in electrical engineering. He won letters in basketball and tennis and was a member of the Senior Council. During World War II, he first served three months in the Merchant Marine, then completed the Reserve Officers Training Corps program at Clemson and was commissioned a second lieutenant in the U. S. Army Signal Corps.

Three appointments have been made in the refining department of Phillips Petroleum Co.: **J. W. Loy,** manager of refining at Wasatch Oil Co. for the past year, now is general superintendent of the northwest division, in charge of refineries at Woods Cross, Utah; Pocatello, Idaho; Spokane, Wash.; and Great Falls, Mont., all owned by Wasatch Oil and subsidiaries . . . **G. E. McKenna,** assistant superintendent of the Borger (Tex.) refinery for almost two years, is now superintendent of that refinery, filling the vacancy left by the late R. D. Evans . . . **C. C. Tate,** in charge of Phillips' activities in connection with the Petroleos Mexicanos project for more than three years, is now, in addition, assistant manager of Phillips' refining department, supervising Phillips' refineries, Alamo Refining Co. (Phillips' subsidiary), Wasatch Oil, Inland Empire Refineries, and Home Oil & Refining Co.

* * *

Joseph Madras, head of Energy Petroleum Co., St. Louis, has added a new tank truck and a 150,000-gal. tank to operations. In business since 1937, Mr. Madras is a member of the Wellston (Mo.) Chamber of Commerce and Optimist Club.

* * *

The Sweetwater Oil Co., Rock Springs, Wyo., headed by **E. T. Storey**, has been organized for more than 25 years. Two new tank trucks and six additional storage tanks have just been acquired, and a new warehouse is now under construction. **W. B. Egbert** is vice president of the company and **George Johns** is secretary-treasurer and general manager.

Glenn H. Bowes, Los Angeles, has resigned as assistant region geologist for Continental Oil Co. to become manager, exploration department, Hudson's Bay Oil & Gas Co., Ltd., affiliate of Conoco.

* * *

Four new directors are on the board of the American Petroleum Institute: **L. F. McCollum,** Continental Oil, replaced the late D. J. Moran, also of Conoco . . . **J. H. Peper,** Northern Pipe Line, replaced **D. S. Bushneil,** same company, resigned . . . **A. W. Ambrose,** Cities Service, replaced **H. R. Staight,** same company, resigned . . . And **Burl S. Watson,** Petroleum Advisers, Inc., replaced **Harry D. Frueauff**, same organization, resigned. Mr. McCollum also replaces **W. S. Ferguson,** Conoco, resigned, on API's Executive Committee.

ABOUT OIL PEOPLE

C. A. Shelton, Gulf Oil Co. commission distributor of Siler City, N. C., is now training two young men in the operations of his bulk plant, **P. H. McNeill** and **Dewey W. Dixon,** both of Siler. Mr. Shelton, past president of the Rotary Club, is also a Mason and Shriner.

° ° °

The West Union Oil Co., West Union, Ia., headed by **A. W. Hausladen,** owner, and **C. H. Stirk,** manager, is now in its 23rd year of operation.

Stanley A. Wilson, Arizona division manager for General Petroleum Corp., has retired, and **Paul R. Nilsson,** assistant division manager, has moved up to head the division. Mr. Wilson, who joined General Petroleum in 1935 as a wholesale salesman, had been in the Arizona division since 1938 as district manager and district sales manager, and had been division manager since 1943. During World War II, he was with PAW industry committee for Arizona. Mr. Nilsson has been with the company since 1923, first in the engineering department at Vernon, Calif., then later at General Petroleum's San Diego, Los Angeles and Bakersfield, Calif., offices. He went to Arizona in 1944 as manager of the Phonix branch.

Mr. Wilson

Mr. Nilsson

° ° °

Four new assistant managers have been named for marketing divisions of General Petroleum: **W. N. Davis,** Washington division, former manager of dealer sales in the division; **S. C. Sather,** Oregon division, former manager of commercial sales in the division; **L. E. Bourquin,** Northern California division, former manager of field sales in the division; and **F. C. Black,** Southern California division, former manager of commercial sales in the division.

* * *

Also at General Petroleum, **Felix Chappellet,** former manager of service station real estate, now serves as assistant to executive vice president and marketing director, **C. S. Beesemyer. D. E. Bodenschatz,** former assistant manager of export sales, is now crude oil buyer, executive department.

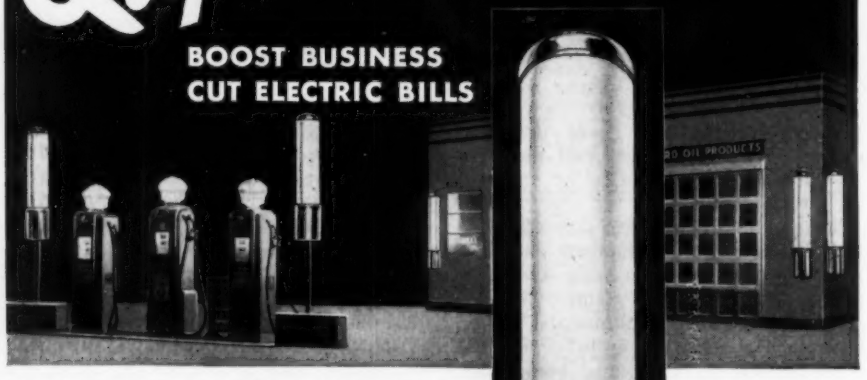
° ° °

Charles E. Spahr, general assistant to **S. N. Elliott,** vice president of the Standard Oil Co. (Ohio), has been elected vice president of the Sohio Pipe Line Co., a subsidiary of Ohio Standard. Except for a period during World War II, when he was a major with Service of Supply in the India - Burma Theater, Mr. Spahr has been with Sohio since 1939. In 1945 he became industrial relations assistant in Sohio's transportation department and had been assistant to Mr. Elliott since early 1946. Before joining Sohio, Mr. Spahr had been with Phillips Petroleum Co. as assistant to the vice president of the engineering department.

Mr. Spahr

Lights THAT TALK

BOOST BUSINESS
CUT ELECTRIC BILLS



Here 2 Post-Lites and 4 Half-Lites totaling 1280 watts fluorescent drown out competing neighbor burning 3700 watts incandescent. Business increase 25% (name upon request).

Post-Lites —The New OUTSIDE FLUORESCENTS

Good in Zero Weather

These bright shafts of 3500° white light are visible miles away. They dominate the highway; flag down transients from a distance. Largest, most glamorous outside fluorescents built. Substantial. Well engineered. Beautify locations, lighted or unlighted.

UP TO 10 TIMES MORE USABLE LIGHT

One 320-watt Post-Lite equals approximately 1000 watts of incandescents. Light is glareless—installed at working level where light is needed—eliminates costly light loss from high-ups. Round globes with 8 sq. ft. of reflector surface throw wide light in all directions; brightens ground area for working efficiency, for greater safety, for good business.

FIXTURES: 12"x5'9"
GLOBES: 10"x4'

HALF-LITES

Half-round, Flat back attaches to buildings, pillars, etc. Holds four 40-w tubes; 160 watts, ... $79.00

POST-LITES

Round light. (Simply drop center vent core over post and fasten set screws.) Holds eight 40-w tubes; 320 watts $139.00

Post-Lite with full length 12" dia. apron base $165.00

Tubes, 2 doz. cartons, per tube $1.00

←EASILY INSTALLED ON PRESENT POSTS up to 3½" dia. or new posts 2¼" dia. (Special for larger posts, or use reducer coupling.)

MODERNIZE • STREAMLINE • BEAUTIFY LOCATIONS

Post-Lites provide a complete line for efficient modernization programs. There are Round Post-Lites for pump islands and for lighting ground areas; Vertical and Horizontal Lites for walls, pillars, canopies, and ceilings. Uniformity in design of all fixtures enables ultra-modern streamlined effects to glamorize new stations and modernize old stations.

These lights are engineered and produced by competent fluorescent specialists of long experience. Each unit is substantially constructed and weather-proof. Heavy aluminum chassis. Frosted globes are 7/32" thick and are rubber-set. G. E. Ballasts, instant starting, high power factor. Special outdoor tubes with up to 10,000 burning hours. Large globes enable etching of trade mark in full color at nominal cost.

FREE TRIAL If you are not completely satisfied after a 5-day trial, return lights for full credit or refund.

See your Distributor, Electrical Contractor or Write Us.

W. H. LONG COMPANY • 429 No. Clark St., Chicago 10, Ill.

Established 1911. 37 Years of Guaranteed Service. Supplying over 100,000 leading concerns.

You add water only 3 times a year*... lasts longer, too

You are invited to investigate the Profit Advantages of the Prest-O-Lite Hi-Level Battery

THE BATTERY WITH A KICK

THE SENSATIONAL Prest-O-Lite Hi-Level Battery may offer an exceptional opportunity to you, as a petroleum marketer. This battery and the very complete program back of it may prove to be the very leader needed to put new life into your T. B. A. program.

Many marketers report they make more profit, win more friends with the new Prest-O-Lite Hi-Level Battery. We shall be glad to go into details at your convenience.

A. F. Feldman
Sales Manager

PREST-O-LITE BATTERY CO., INC.
TOLEDO 1 • OHIO

*IN NORMAL CAR USE

ABOUT OIL PEOPLE

E. B. McConnell, vice president in charge of manufacturing, Standard Oil Co. (Ohio), breaks ground for a new catalytic cracking unit at the Lima (Ohio) refinery of Sohio. This Fluid catalytic cracking plant will be the first unit of the $16,000,000 expansion and modernization program at Lima, which will double refinery capacity. Present at ground-breaking ceremonies were I. L. Peterson, refinery manager; Mayor W. L. Ferguson of Lima; L. E. Hodge, president of the local refinery workers union; R. S. Stewart, manager of Sohio's manufacturing operations; all refinery employes and civic guests

Walter E. Black, division manager of the Esso Standard Oil Co. of Pennsylvania, was named Pennsylvania state chairman of the Oil Industry Information Committee, succeeding **Henri J. Drucquer,** Esso Standard, who has been transferred by the company to New York. Mr. Black, who will direct Pennsylvania's 175 oil men in disseminating oil industry facts to the public, is well known throughout the state. He has spent 20 of his 43 years with Esso Standard in Pennsylvania and headed company operations in Western Pennsylvania before going to Philadelphia in 1933.

* * *

R. W. Lackner, advertising manager of the Pennsylvania Refining Co., Cleveland, is the father of another girl, his second.

T. M. McDonald, manager of the oil department of Wellswood, Inc., Tampa, Fla., is a member of the board of governors of the Tampa Optimist Club. President of Wellswood is **J. F. Wishart, Jr.**

* * *

Theodore A. Link, chief geologist of Imperial Oil, Ltd., Canada, has resigned after almost 30 years service to become a consulting geologist in Toronto. He joined Imperial in 1919 after several years with the Empire Gas & Fuel Co. in Texas and Oklahoma as a field geologist and as assistant geologist in the Geological Survey of Canada. As field geologist with Imperial he supervised the drilling of a discovery well at Norman Wells, lower Mackenzie River area, which was said to be the world's most northern producing well. In 1927 he took charge of western Canada geological operations for Imperial, and from 1942 to 1944 was chief geologist of the Canol (Alaskan Pipe Line) project of the U. S. Army and Imperial. He had been chief geologist for Imperial, with headquarters in Toronto, since 1946.

* * *

W. J. Distler, engineering staff of the Ethyl Corp. and past president of the Columbus Petroleum Club, has been transferred from Columbus, Ohio, to Chicago.

* * *

Mr. Kirkbride

Mr. Houdry

C. G. Kirkbride, director of laboratories since 1947 for Houdry Process Corp., was elected vice president in charge of research and development. Mr. Kirkbride joined Houdry after serving as professor of chemical engineering at the Agricultural and Mechanical College of Texas. Previous experience in the petroleum industry includes: chief of chemical engineering development for Magnolia Petroleum Co., assistant director of research for Pan-American Refining Co., and chemical engineer in the Whiting (Ind.) laboratories of Standard Oil Co. (Ind.). He is a director of the American Institute of Chemical Engineers and secretary-treasurer of the Petroleum Chemistry Division, American Chemical Society.

Eugene J. Houdry will be awarded the 1948 Potts Medal by **Richard T. Nalle,** president of the Franklin Institute on Oct. 20. Medal is to be awarded "in consideration of his leadership in the development of catalytic cracking of petroleum that bears his name, utilizing known basic chemical and physical facts." Mr. Houdry, son of a French steel manufacturer, first began his own successful experiments in France in 1926 and continued his work upon entering the U. S. in 1930.

* * *

Three men have been added to the executive staff of Deep Rock Oil Corp., rounding out the staff in accordance with plans adopted earlier this year . . . **J. G. Campbell** has joined Deep Rock after seven years with Shell Oil Co. in transportation and supplies and economics work. As manager, supplies and economics division at Deep Rock, he is responsible for co-ordinating all supplies and transportation functions, including purchasing . . . **A. R. Bell, Jr.,** who will join Deep Rock Sept. 1 as controller, served for the past seven years as controller and director of the Universal Moulded Products Corp., Bristol, Tenn., and previous to that had been with Sun Oil Co. for eight years . . . **J. H. Westbrook,** now manager of the personnel and industrial relations division at Deep Rock, had previous experience with a management consulting firm in Chicago and as personnel director with other business firms.

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ATTENTION—
NATIONAL
"38" SERIES
OWNERS!

YOU CAN ADD "60" SERIES PUMPS TO YOUR "38's" AND CUT NEW EQUIPMENT COSTS

National Low Pumps were specifically planned to match the high pumps in outward appearance. This allows you to solve the problems and demands of your operators without discarding all of the good pumps you have on hand.

All National pumps in both series have the dial at eye-level height—a convenience in servicing the new, low-slung automobiles. Both series, too, have the exclusive National feature *offered in no other pump, either high or low*—a large, illuminated curved glass panel above the dials for maximum display of your brand name and trade mark. Order either your Series "60" or Series "38" pumps now. Give your station the National "New Look."

One of the National "60" SERIES LOW PUMPS *is Right for You*

Everywhere they are in use the new National "60" Series Low Pumps are models of efficient performance and smart, modern design. All inside component parts and major assemblies have long been proven by years of unparalleled service in the field.

The National "60" Series Low Pumps (61½ inches high) include four models as follows:

Model 62 has 12 feet of hose, which after use is drawn back smoothly into neatly looped position by a retracting nylon-covered cable.

Model 66 (Hose Reel Type) has 14 feet of hose on self-winding ball thrust bearing reel. Pulls out easily; stays in position without back-pull; rewinds automatically.

Models 60 and 64 are to be announced later.

Send today for new descriptive bulletin giving complete specifications on these streamlined, mechanically correct low pumps.

NATIONAL PUMPS

MECHANICALLY CORRECT

NATIONAL PUMPS, Inc.

General Offices: CINCINNATI 23, OHIO
Factory: 1600 Wabash St., Fort Wayne 1, Ind
Pacific Coast Division Office: 1190 28th St., OAKLAND, CAL.
Branch Office. 3605 East Olympic Boulevard, Los Angeles 23, Cal
Export Office: 8 So Michigan Ave , Chicago, Ill

Immediate Delivery

"Ready to Roll"

Both tandem and single axle semi-trailer units —embodying the engineered features of custom built units—are ready for immediate delivery. The very latest models of hi-tensile steel units built to ICC and state regulations, and laws make up the line of Standard Steel "Ready to Roll" equipment. Write—wire—or call collect NORCLAY 3200 for prices.

Above left: 5,500 gallon transport for Kansas and Ohio. Carried in stock, this and other units pictured are available for immediate delivery. Painting and special piping completed in minimum time. Illustrated above is the 4,200 Gallon Single Axle Standard Steel Transport.

Picture at left is the 5,200 Gallon Standard Steel TANDEM TRANSPORT. Carried in stock. There is no costly time lost between time of purchase and the day these units are hauling your products. Painting and special piping completed in minimum time.

SPECIFICATIONS—3 compartments—double bulkheads—3" lines and 3" gate valves—3" emergency valves with ICC operator—2 hose tubes—trim skirting and tail fenders—12" x 15" manholes with 10" quick opening fill plugs—ICC top flashing—lights and reflectors to meet state and ICC regulations. Upper fifth wheel with skid plate under nose of tank. 18,000 pound axles—16½ x 6 brakes with Westinghouse air actuation. Rubber bushed radius rods—20" Dayton or Erie Wheels—10.00 x 20 12 ply tires (4,200 gallon has 11.00 x 20 ply tires). Unit in prime paint. Hooked up and mounted free of charge at factory.

Built to the Highest
Standard

OTHER "S-S" PRODUCTS

Asphalt Distributors • Burners Street Flushers • Tar Kettles • Maintenance Distributors • Spray Units • Supply Tanks • Surface Heaters • Shoulder Rollers . . . and Agricultural Equipment.

Standard Steel Works NORTH KANSAS CITY, MO., U.S.A.